

Opening Statement
Andy Byford, President – MTA NYC Transit
June 27, 2018 @ 1:00 p.m.
NYC Council Transportation Committee Hearing
📍 Tunnel Reconstruction Mitigation Plan
Benjamin N. Cardozo School of Law
Jacob Burns Moot Court Room
55 Fifth Avenue
New York, NY 10003

Good Afternoon, Speaker Johnson, Chairman Rodriguez, members of the City Council Transportation Committee, and all City Council representatives. Thank you for inviting Commissioner Trottenberg and I to address you today. I look forward to working productively with you to transform transit in this great city.

When I took on this role—just over six months ago—I did so knowing that it would be the toughest job in world transit right now. It is obvious to me that we need to modernize New York City Transit from top to bottom: our infrastructure, our processes and our culture, to give this city the world class public transit that it needs and deserves.

To that end, within 100 working days of my arrival, my team developed and launched “Fast Forward: The Plan to Modernize New York City Transit.” This is a comprehensive plan that addresses all aspects of our operation. It provides a vision of what is possible in the near-term and over the next five to ten years with buy-in and strong support from all stakeholders. These stakeholders include city, state and federal agencies and elected officials, our labor partners, the contracting community, our customers, and all New Yorkers.

The plan is anchored around the four priorities of equal merit that I cited on my very first day, namely:

1. The complete modernization of the subway, including expedited resignaling of all lines to add capacity and transform service reliability. This workstream will build on the existing Subway Action Plan and will deliver a new customer-focused station management model later this year, a comprehensive station renewal program over the life of the plan and sustained focus on basics such as effective service management and station cleanliness
2. A reimagined bus network, including exponentially better service management, increased bus prioritization measures and a comprehensive review of all 371 bus routes
3. Concerted progress towards making the subway as accessible as possible within the shortest possible timeframe. Within 5 years, no customer will be more than two stops from an accessible station and an accelerated

program will deliver accessibility to 180 more stations within the currency of our plan

4. Enduring culture change to harness the passion and pride of all NYCT staff to deliver world class customer service

Implementing this plan will be neither quick, cheap, nor easy, but it is what we need to do to keep New York moving and to correct decades of under-investment. The plan will need funding, it will require bilateral support, and it will require New Yorkers' patience while we undertake the work but the pain will be worth the gain. If we do nothing, or if we put this off for future years, it will become ever more difficult and ever more expensive to deliver.

If you haven't yet had an opportunity to review the Plan, I invite you to do so. Copies are available for you to take today, and it can also be accessed via the MTA website. I would be happy to return at a later time to provide a full presentation on "Fast Forward," if Speaker Johnson and Chairman Rodriguez believe that would be helpful.

Turning to today's proceedings, you have asked Commissioner Trottenberg and I to discuss our plans to mitigate the impact of the **L** Tunnel Reconstruction Project.

As you may know, preparatory work for that project is currently underway, with the actual tunnel work due to begin in April 2019. The tunnel reconstruction will take approximately 15 months to complete, and there is both an incentive and a penalty regime in place to focus our contractor on a timely completion.

Last December, MTA Managing Director Ronnie Hakim provided an update to this Committee on the project, emphasizing our close collaboration with the NYC Department of Transportation to mitigate the inevitable inconvenience the project will impose on our **L** line riders, and our unprecedented level of outreach to all stakeholders in advance. Let me assure you that our collaboration and outreach efforts are ongoing, and will continue for the duration of this critically-important repair and resiliency project.

Commissioner Trottenberg and I have prepared a slide presentation that details the components of our service mitigation plan during the tunnel reconstruction. We will be happy to answer any questions you may have, and Peter Cafiero, Chief of NYC Transit's Division of Operations Planning, is also here to lend his expertise to our discussion.

Thank you.



New York City Transit

Fast Forward: The Plan to Modernize New York City Transit

Far Rockaway
Mott Av



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From the President



In July 2017, New York State Governor Andrew M. Cuomo placed the Metropolitan Transportation Authority under a state of emergency.

This drastic but necessary act starkly highlighted the plight of a once great transit system. A series of high profile incidents through early 2017 exposed an accelerating decline in the punctuality and reliability of New York's subway system, along with a plummeting reputation and increasing customer, media and stakeholder dissatisfaction. New Yorkers wondered how things could have possibly come to this.

But New York is renowned for the way it stares down a crisis and its legendary ability to triumph over adversity. This is the city that came back from the despair of the 1970s financial crisis, and that kept its resolve after 9/11.

Transit has been in crisis before. In the 1970s, system ridership was in steep decline. New Yorkers turned their backs in droves on a dirty, graffiti-scarred, dangerous subway where service breakdowns had become the norm.

The subway rose from those challenges, and it can do so again. While the 1980s action plan successfully turned the system around — and while the current Subway Action Plan will stabilize it — the task and the opportunity this time are far greater.

Our bus network faces its own challenges. Ridership has steadily declined over the past 10 years. Service is reduced to accommodate lower ridership, but this makes affected routes even less attractive, causing the cycle to repeat and the decline to become chronic.

Meanwhile, the third arm of New York City Transit's (NYCT) service, Access-A-Ride, faces ever-mounting financial and logistical challenges, exacerbated by an aging population and continued but slow progress in making the subway more accessible.

New Yorkers are fed up. The Board and elected officials demand action. And the brunt is borne by NYCT employees, who try to deliver quality service against all odds.

It is with these factors at the fore that this Plan is written. When I took on this role, I did so knowing it would be the toughest transit job in the world. Decades of under-investment cannot be corrected overnight.

As I said when my appointment was announced, what is needed isn't mere tinkering, a few tweaks here and there. What must happen is sustained investment on a massive scale if we are to deliver New Yorkers the service they deserve and the transit system this city and state need.

While our immediate priorities are to stabilize the subway via execution of the Subway Action Plan, to arrest the decline in bus ridership, and to make existing facilities work better for those with accessibility challenges, we need to go further. Now is the time to think big and transform our network so it works for all New Yorkers.

NYCT must be completely modernized from top to bottom and not just in the area of infrastructure.

The prevailing culture at NYCT must become one where good people can flourish, trust in Transit is restored, and every interaction with our agency is consistently excellent. Time-honored, bureaucratic, restrictive practices and processes must be swept away and replaced with data-driven systems that deliver customer-led outcomes.

Other cities' transit systems have shown what can be done. In the late 1980s, the London Underground faced similar challenges, including chronic unreliability and squalid surroundings. Thirty years later, the "Tube" is transformed: its stations, signals and rolling stock substantially renewed, its reputation restored. The London Underground's turnaround came neither quickly, easily nor cheaply. It was the result of sustained, adequate, predictable funding and a comprehensive plan to tackle the challenge in a methodical manner.

New York now needs similar focus and investment, and an equally bold plan.

Fast Forward: The Plan to Modernize New York City Transit is a compelling vision of what is possible in the near-term with strong stakeholder support. Much can be done immediately via short-term deliverables and internal efficiencies, as described in the following pages.

Our transit renaissance will be delivered by a culture of continuous improvement and a new organizational structure that puts the customer at the heart of every decision. It is as much a change in mindset as a new way of working.

This Plan requires buy-in and support from all stakeholders. Changes that impact how things are done internally have to be made in consultation with employees and unions. Customer-facing changes — especially those requiring tough choices while improvements are made — need high-level stakeholder, advocacy group and public support to give us a clear, time-bound mandate to which we expect to be held accountable.

I believe that New Yorkers want more than just a return to the reliability of yesteryear. The world's greatest city needs world-class transit and this Plan will deliver exactly that.



Andy Byford

President, New York City Transit, May 2018

**Eighteen years into the
twenty-first century
the greatest city in the
world relies on a transit
system in a state of
emergency.**

Many of our signals are more than 50 years old.
Our bus routes are from the Cold War.
Our bureaucracy is from another time.



**Every month
the pressure
on our system
grows.**

Relentless use, heavier storms, and worsening gridlock strain infrastructure weakened by neglect.

**Meanwhile
our customers
feel like all they
do is wait.**

On platforms, at bus stops, on Access-A-Ride vehicles, crammed into buses and subway cars, wondering when and whether they'll reach their destination.

**Through the
Subway Action
Plan introduced in
July 2017, we have
accomplished
an extraordinary
amount.**

**But it's only the
beginning.**



Subway Action Plan Achievements

- Repaired more than 10,000 track defects
- Installed 87,000 friction pads to prevent fractured or broken rail
- Installed more than 20 miles of continuous welded rail
- Grouted over 1,500 leaks
- Repaired or replaced 1,100 signal components
- Cleared over 240 miles of our drainage system
- Inspected subway doors on more than 6,000 cars
- Cleaned more than 200 miles of track litter and debris

This is about more than the subway.

It's about a connected system of buses, trains, and paratransit that is open to all and provides the most environmentally responsible and economically equitable way to move millions of people each day.





In 2017, we provided 2.5 billion trips over 13 billion miles, enough to go around the earth more than 500 times. That saved 9 billion miles traveled by cars and avoided 11 million metric tons of green house gas emissions, making New York the most carbon-efficient state in the nation — all for the price

of a single fare that will take a customer all the way from Riverdale to Far Rockaway.

As the only major 24/7 transit system in the world, the service we provide is a miracle given our aging infrastructure. The choices we make right now will help determine New York's future.



New York is depending on us.

Our actions won't just impact New York today, next month, or next year. How we move forward will affect New York 100 years from now, just as the original builders of our subway designed it to last.

We can have world-class transit that is fast, reliable, and accessible.

Anything less isn't worthy of the world's greatest city.



The Fast Forward Plan will turn transit in New York around quickly and safely.

Getting there will require short-term sacrifices for long-term gains.

It will be hard for customers. Your bus stop might change. Your station might close for a period of time. The line you normally take might not be available on nights and weekends. But the inconvenience now will be much less than the damage done to our communities by a continued long, slow decline in transit.

It will also be costly. But it will become much, much more expensive if we wait and fail to address the underlying issues affecting our system.

We can't do it alone.

**This plan requires
commitment and
cooperation from all
of our stakeholders.**

The entire MTA family

City, state and federal
agencies and elected
officials

Our labor partners

Utilities

The contracting
community

Our customers

All New Yorkers



Executive Summary

Fast Forward: The Plan to Modernize New York City Transit

The current pace of incremental investment has not kept up with growing demand and aging infrastructure. Doing nothing is not an option.

Subject to the following assumptions...

Commitment and support from city, state and federal agencies and elected officials, including expedited permitting and reviews

Sufficient timely funding to implement our Plan

The patience and support of New Yorkers and all stakeholders as we increase closures in the near-term to improve our system for the long-term

Here is what we can accomplish.

Highlights of the first 5 years

- State-of-the-art signal system on 5 lines, including signals, modernized interlockings, and additional power where needed, benefiting 3 million daily riders. This includes work on major portions of the **A C E 4 5 6 F M R** and **G** lines.
- More than 50 new stations made accessible (so subway riders are never more than 2 stops away from an accessible station)
- State-of-good-repair work at more than 150 stations
- Over 650 new subway cars
- Over 1,200 CBTC-modified cars
- Redesign of bus routes in all 5 boroughs
- New fare payment system
- 2,800 new buses

Costing of the
Fast Forward Plan is
under development

Highlights of the following 5 years

- State-of-the-art signal system on 6 new lines benefiting 5 million daily riders. This includes work on major portions of the **1 2 3 B D F M A C N R Q** and **W** lines.
- More than 130 additional stations made accessible, with balance of all possible stations completed by 2034
- State-of-good-repair work at more than 150 stations
- Over 3,000 new subway cars
- 2,100 new buses

Fast Forward:

Priorities & Foundations

**Transform
the Subway**

**Reimagine
the Bus
Network**

Agility & Accountability

Safety, Security & Resiliency

Customer Service & Communication

We will deliver on four equal priorities by grounding everything we do in our foundations of Agility & Accountability, Safety, Security & Resiliency, and Customer Service & Communication.

**Accelerate
Accessibility**

**Engage &
Empower
Employees**

A photograph of a train on a curved track under a steel bridge structure at sunset. The train is silver and black, moving towards the viewer. The bridge has a complex steel truss structure. The sky is a mix of orange and blue, indicating sunset or sunrise. The tracks curve to the right, and there are yellow tactile paving strips on the right side of the track.

Priority

Transform the Subway

To continue to allow New York City to attract business and talent, maintain its economic vitality, and support the regional economy, we must increase capacity and improve reliability. Resignaling lines is critical to that task.

We propose doing in 10 years what was previously scheduled to take more than 40, including major progress in the first 5 years. This means lines that are currently capacity-constrained will be able to carry more people, more smoothly and reliably.

New signal segments • 5 line segments within 5 years • Additional 6 line segments in the following 5 years

New subway cars • Over 650 cars within 5 years • Additional 3,000 in the following 5 years

Accountable station management • New station management model by end 2018

New fare payment system • New open fare payment system in 2020

Subway Action Plan • Stabilization phase complete in 2018

A higher-capacity, more reliable subway system

Communications-based train control (CBTC) is a state-of-the-art signal system that includes new signals and modernized interlockings. CBTC requires additional power on some lines, new or upgraded subway cars, and expanded shops and yards. It will be a major leap forward for our system. Trains will be able run closer together and more reliably, allowing for future increased capacity.

The Fast Forward Plan will deliver CBTC on 5 lines in 5 years, benefiting 3 million daily riders. Within 10 years, 5 million daily riders will be on resigaled lines.



Pressing fast forward on CBTC implementation

We are accelerating the rate of implementation on lines requiring additional capacity or signal replacement by more than 3 times — the fastest we can go without closing major subway lines 24 hours a day, seven days a week, for months at a time.

What's driving our timeframe?

There are limits to how quickly we can transform the subway, though emerging technologies such as ultra-wideband could, if proven, reduce our timeline further. There are three key factors driving the timing of this Plan:

The more we close the subway, the faster we can work. But we still need to ensure people can get where they need to go. This means working on nights and weekends instead of closing on weekdays, when the subway is most crowded.

To benefit from modernized signals, we need thousands of new or refurbished subway cars. We will challenge the industry to help us meet our goal. This Plan stretches industry capacity to the limit and places heavy reliance on a limited number of subway car manufacturers.

We need time to do proper planning, design, and procurement and, where necessary, to get permits for street work or acquire property. We can't move so quickly that we increase risk of cost overruns, missed deadlines, or unsafe conditions.

From more than 40 years to less than 10

First 5 Years

Following 5 Years

Cumulative # of daily riders on CBTC lines

3 million

5 million

Lines upgraded

- **4 5 6** - 149 St-Grand Concourse to Nevins St
- **E F M R** - Jamaica 179 St and Jamaica Center Parsons Archer to 50 St
- **F** - Church Av to West 8 St NY Aquarium
- **A C E** - Columbus Circle to Jay St MetroTech
- **G** - Court Sq to Hoyt Schermerhorn
- **7** - Flushing Main St to 34 St-Hudson Yards
- **1 2 3** - Jackson Av to Atlantic Av - Barclays Ctr
- **B D F M** - 59 St Columbus Circle and 21 St Queensbridge to Dekalb Av and Jay St MetroTech
- **A C** - Jay St MetroTech to Ozone Park Lefferts Blvd
- **A S** - Rockaway Blvd to Far Rockaway Mott Av and Rockaway Park Beach 116 St
- **N Q R W** - Queensboro Plaza to Dekalb Av

Approach to Closures

- Maintain weekday service
- Continuous night and weekend closures for up to 2.5 years per line
- Express and local closed simultaneously on lines with express and local service
- Alternate bus service when needed



Upgrade critical infrastructure

Why? Because outdated infrastructure causes delays and frustrates our customers. In contrast, state-of-the-art communications-based train control (CBTC) delivers greater reliability and allows for future capacity growth.

Foundations

Agility & Accountability

Simplify and speed up procurement (p. 57)

Single-point accountability for project scope, budget, and schedule (p. 57)

Safety, Security & Resiliency

Protective measures against flooding (p. 67)

- ◇ **Accelerate the pace of signal upgrades** to fit CBTC on 5 lines in 5 years, including using proven signaling technology with minimal interfaces for faster installation. If tests of innovative approaches such as ultra-wideband technology prove viable in our system, these timeframes may be reduced.
- ◇ **Upgrade and increase our power systems where needed** to support the greater volume of trains CBTC will allow and bring all outdated power to a state of good repair in 10 years.
- ◇ **Update and increase the size of our subway fleet** to be CBTC-equipped, by both replacing cars and upgrading existing cars. In 10 years, all cars will be CBTC-equipped. We will also evaluate opportunities for open-gangway designs.
- ◇ **Replace and refurbish other critical infrastructure and facilities**, including shops and yards.

Drill down for immediate reliability improvements, expanding on Subway Action Plan initiatives

Why? Because even without big infrastructure improvements, there are things we can do today to improve reliability and lessen wait time for our customers.

Foundations

Agility & Accountability

Improved subway performance dashboard (p. 58)

🕒 Done in 2018

- ◆ **Improve our process to identify root causes behind subway incidents so we can prioritize the most critical problems**, building on work underway as part of the Subway Action Plan.
- ◆ **Review potential route changes** to reduce reliance on critical interlockings.
- ◆ **Review and revise service management strategies** to improve running times.
- ◆ **Identify locations where signal modifications have reduced running times** and optimize service while maintaining safety.
- ◆ **Work with the NYC Police Department and the NYC Fire Department Bureau of Emergency Medical Services** to address police incidents and medical emergencies while keeping the system moving.

🕒 Done in 2018

- ◆ **Implement new approaches to keep the trackbed clean and prevent track fires**, including the introduction of special vacuum cars.



Reorient maintenance to “fix before failure”

Why? Because proactively monitoring, managing and maintaining our assets, rather than just fixing them once they break down can substantially improve reliability. This holds true for all of our operations.

- ◇ **Practice reliability-based maintenance** across all disciplines, including increased data-driven decision-making regarding maintenance requirements.
- ◇ **Transition from fragmented paper-based processes to an integrated enterprise asset management system** by automating data collection to facilitate analysis and inform maintenance planning.
- ◇ **Provide the training and tools that staff need** such as mobile devices that can both record the state of assets and provide up-to-the-minute information for better decision-making.
- 🕒 **Done in 2018**
- ◇ **Focus on enhanced preventative maintenance of critical switches** that impact multiple subway lines.



Revitalize the station experience

Why? Our 472 NYCT stations and 21 Staten Island Railway stations have served us well, but 3 out of every 4 stations have elements in serious need of repair.

Foundations

Customer Service & Communication

Revamped customer service training (p. 71)

New customer information screens (p. 72)

Safety, Security & Resiliency

Collaborate with NYPD on Neighborhood Policing in stations (p. 65)

🕒 Done in 2018

- ◆ **Introduce a new station management model** that appoints a Group Station Manager for stations in the same geographic area to ensure clear accountability for all aspects of a station, from cleanliness to customer service.
- ◆ **Advance work to bring stations to a state of good repair.** Work on more than 150 stations in the next 5 years, with an additional 150 in the following 5 year period.
- ◆ **Introduce a new state-of-the-art fare payment system** so customers throughout the bus, subway, and paratransit system can tap-and-go, including smart cards that can be purchased with cash.
- ◆ **Redeploy staff** to provide more mobile, proactive customer support throughout stations.

🕒 Done in 2018

- ◆ **Enhance our cleanliness regimen** including targeting stations for deep cleaning.

Enable the completion of more work, faster

Why? Because we have a lot of work to do to modernize the system and improve service.

Foundations

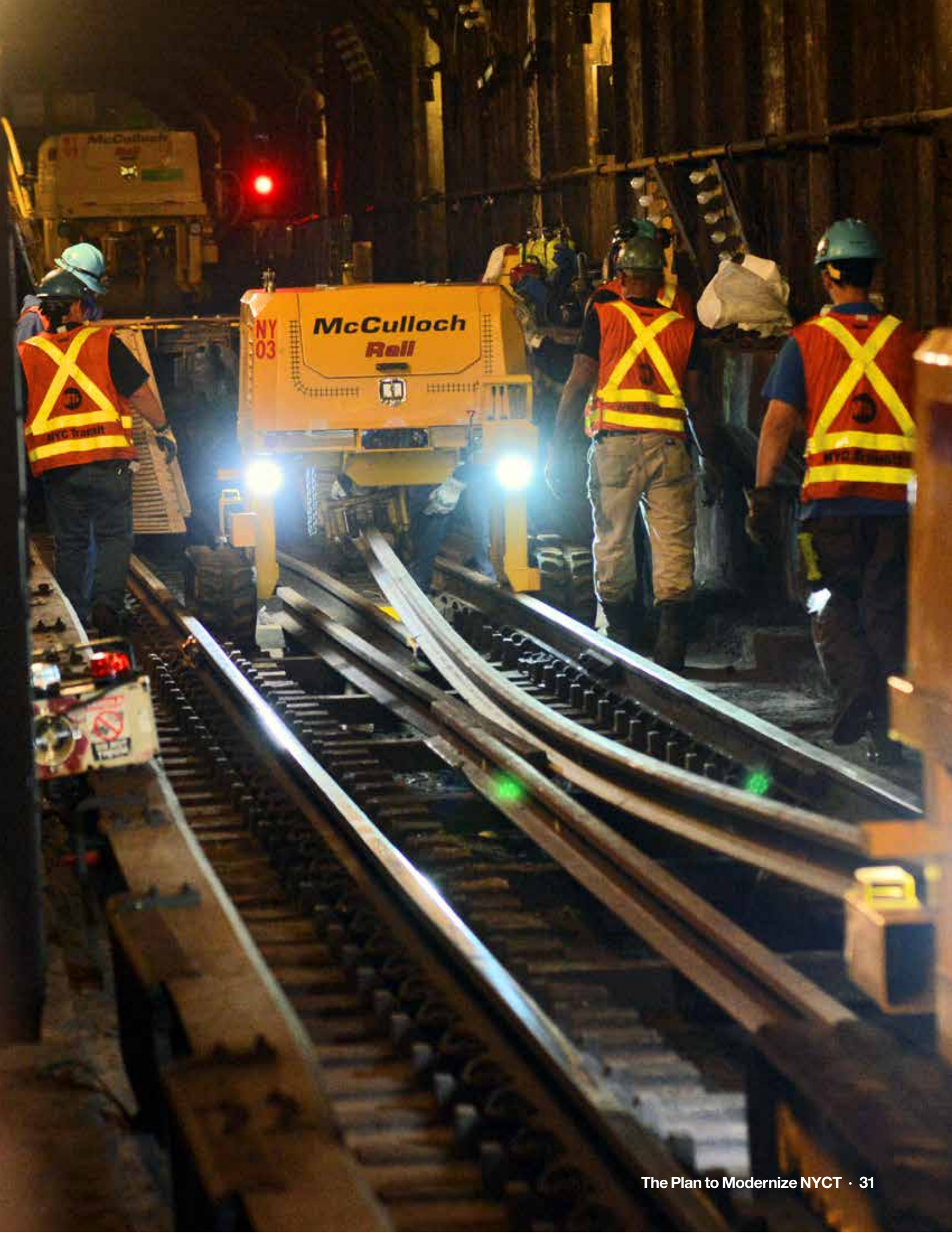
Agility & Accountability

New project planning and design procedures (p. 56)

Safety, Security & Resiliency

Increased engagement with unions and employees on safety protocols (p. 64)

- ◇ **Increase coordination of work** by conducting multiple repair, cleaning, and/or maintenance projects simultaneously wherever possible.
- ◇ **Review processes, protocols, and technology surrounding track access** to maximize work time, make best use of available resources, and ensure worker safety, while balancing the impact on customers. This includes planning, predictability of access, and clear resource requirements for third-party and in-house projects.
- ◇ **Increase internal resources to support construction**, including engineering resources and work trains that carry equipment and materials to work sites within the subway system.



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NYC Transit

NYC Transit

Priority

Reimagine the Bus Network



Reimagining our bus network means customer focused routes, faster and more reliable travel times, and more comfortable and environmentally sustainable buses. When seamlessly integrated with subways and paratransit, our buses are the key to a fast, responsive system that serves every corner of the 5 boroughs.

New routes • Redesigned Staten Island express bus network in 2018 • Begin Bronx redesign in 2018 • Remaining boroughs redesigned within 3 years

"Next bus" signs • Install 150 audio-capable next bus signs in 2018 working with NYC Department of Transportation

Enforced bus lanes • Work with law enforcement and legislators to enforce dedicated bus lanes

New Bus Command Center • Opening in 2019 and fully operational in 2020 for centralized control and improved service management

New buses • Award 60 new electric buses by 2019 (in addition to 10 already in use)
• More than 2,800 buses within 5 years



Redesign the network

Why? Because our bus route network hasn't substantially changed in decades, even as the communities we serve have undergone massive changes.

- ◇ **Redesign the route network based on customer needs**, through a process of customer consultation and analysis of travel patterns, beginning with implementation of new Staten Island express bus network in 2018 and evaluation of the Bronx network beginning in 2018. The redesigns will include redrawing routes, considering new types of service, and rewriting schedules.
 - 🕒 **Done in 2018**
- ◇ **Make targeted corridor improvements** in collaboration with the NYC Department of Transportation on 12 priority routes to prioritize bus service and speed up travel.
 - 🕒 **Done in 2018**
- ◇ **Strategically expand off-peak service**, working toward a core network of high-frequency service during off-peak hours (e.g. from 10am to 3pm, 7pm to 10pm).
- ◇ **Rationalize bus stops** in consultation with local communities and the NYC Department of Transportation to reduce travel times, including eliminating under-utilized stops and consolidating closely-spaced bus stops.
- ◇ **Install modern bus shelters that include real-time information and are fully accessible for customers with disabilities**, working with the NYC Department of Transportation.



Give buses greater priority in the face of traffic

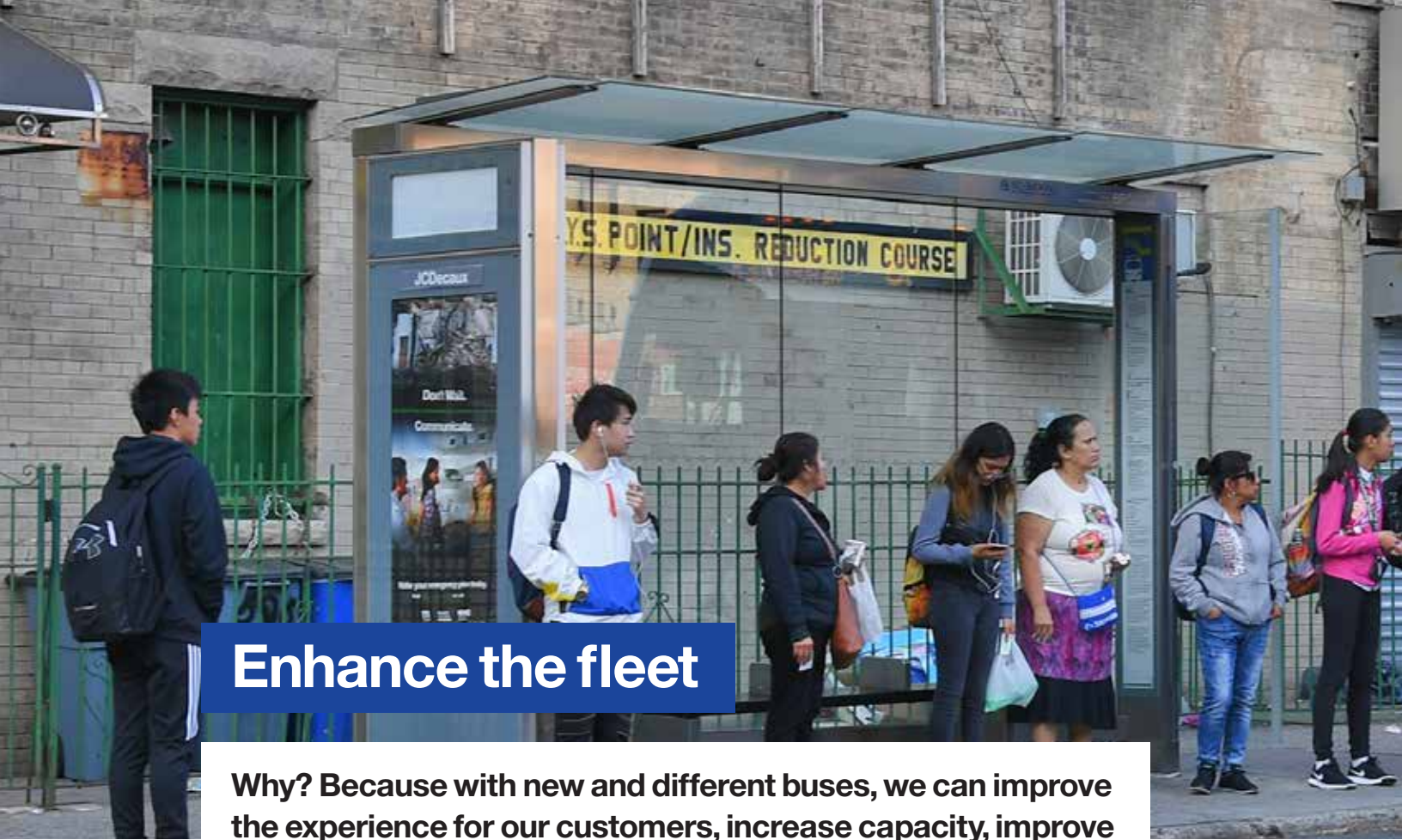
Why? Because bus speeds in New York City are the slowest in the nation, due largely to traffic congestion. Working closely with the NYC Department of Transportation and the NYC Police Department, we can help customers get where they're going faster.

Foundations

Safety, Security & Resiliency

Encourage increased enforcement presence on bus routes where needed (p. 65)

- ◇ **Expand the use of measures like dedicated bus lanes, queue jumps** to let buses bypass other traffic at intersections **and traffic signal priority**, which holds green lights longer or shortens red lights to help buses move more quickly.
- ◇ **Introduce all-door boarding** to speed up boarding, in coordination with introduction of our new fare payment system.
- ◇ **Advocate for stronger enforcement of bus lanes** by working with the NYC Police Department to enforce bus lanes, and working with the NYC Department of Transportation and state legislators to increase the use of bus lane enforcement cameras.



Enhance the fleet

Why? Because with new and different buses, we can improve the experience for our customers, increase capacity, improve safety and further reduce our environmental impact.

Foundations

Agility & Accountability

Review and revise technical specifications for cost-effectiveness (p. 56)

- ◇ **Begin the transition to a zero-emissions fleet,** enhancing the current pilot with the introduction of 60 all-electric buses.
[🕒 Done in 2018](#)
- ◇ **Evaluate new bus designs,** including testing the use of double-decker buses and ramp-equipped express buses in 2018 and evaluating different approaches to wheelchair securement and door design.
- ◇ **Increase the use of technology that improves safety,** on all existing and new vehicles. We will outfit more than 1,000 buses with audible pedestrian turn warning systems and specify additional cameras on all new vehicle orders.
- ◇ **Advance to a more frequent, regular and predictable cycle of bus procurement.**



Manage for reliability

Why? Because by being both more hands-on and more data-driven in our approach to service and maintenance, we can proactively solve many of the issues that cause delays.

Foundations

Agility & Accountability

Improved bus performance dashboard (p. 58)

- ◇ **Open a new Bus Command Center** including a re-imagined approach to real-time service management, supported by a new state-of-the-art computer-aided dispatch system and new digital bus radio system that will be on all buses by 2020.
- ◇ **Empower staff** by providing real-time service and schedule information to all bus operators by 2020.
- ◇ **Deploy on-street dispatchers** to targeted locations and terminal points to help keep buses moving and resolve issues.
- ◇ **Incorporate new data analysis and processing techniques** to facilitate a reliability-based, fix-before-failure approach to bus fleet maintenance.



Priority

Accelerate Accessibility

Accessibility strengthens our transit system, and it's the right thing to do. As a conduit to employment, opportunity, culture and community, transit should give all members of the public a reliable way to travel. An accessible system benefits us all, because at some point, many people will find getting around more challenging — it could be because we use a wheelchair, or have vision or hearing loss, or are elderly and have trouble climbing stairs, or have a cognitive disability, or have a baby in a stroller, or any number of other challenges.

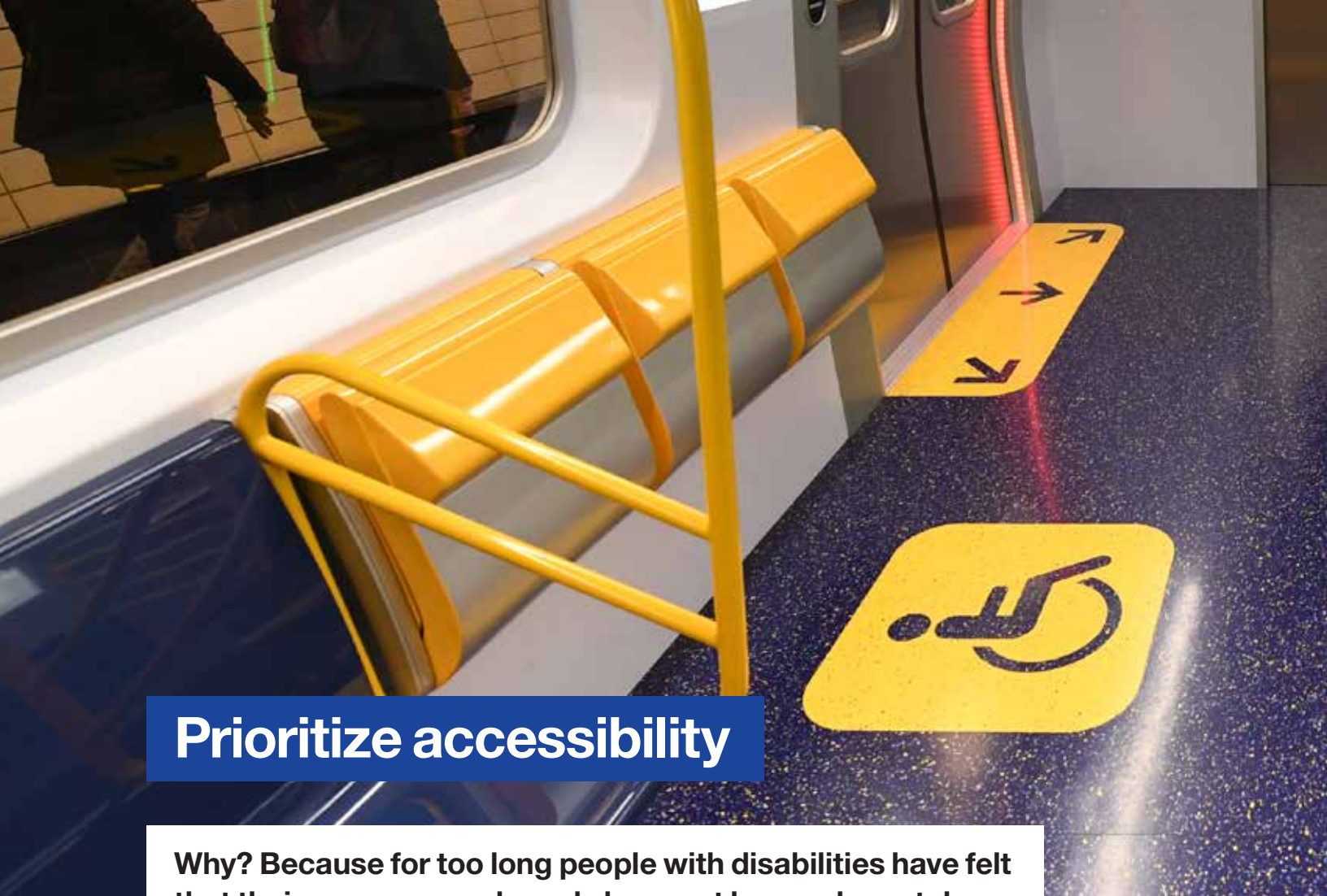
Enhanced training • New sensitivity training for all employees in the next year, with targeted training for station agents, Paratransit and bus operators, and others.

More direct routes • New Access-A-Ride scheduling and dispatch system by end of 2019

Accessible stations • 50+ new accessible stations within 5 years, so all subway riders are no more than two stops from an accessible station

Better information • Enhanced elevator outage and alternate routing information on website, kiosks, email, mobile app and text alerts by end 2018

Accessibility Advisor • Executive Accessibility Advisor, reporting directly to the President, hired by end 2018



Prioritize accessibility

Why? Because for too long people with disabilities have felt that their concerns and needs have not been adequately heard and addressed by our transit system.

🕒 **Done in 2018**

- ◆ **Hire an executive-level Accessibility Advisor**, reporting directly to the President, responsible for ensuring accessibility is considered and advanced across our transit system.
- ◆ **Engage the accessibility community in critical decisions** including the design of new vehicles, the design of our new fare payment system, and how we evolve the role of station agents outside of booths.
- ◆ **Expand training** on working with customers with visible and invisible disabilities. This includes new sensitivity training for all 50,000 NYCT employees to be completed in the next year, and targeted training for station agents, Paratransit operators, platform controllers, and local and express bus operators. There will also be enhanced training for bus operators on the operation of wheelchair lifts.



Commit to a clear plan and timeline for station accessibility

Why? Because the subway should be accessible to everyone. While installing elevators at stations is complicated and expensive, we have a responsibility to make as much of our system accessible as quickly as possible. Our plans in this area build on the work of the MTA Board Work Group on Station Accessibility.

- ◇ **Create a prioritized plan** based on a study of all remaining inaccessible stations, using criteria defined in consultation with the accessibility community. The plan will consider the need for property, street and/or sidewalk space for elevator installation.
- ◇ **Increase coverage so that all subways customers are no more than 2 stations away from an accessible station** within 5 years.
- ◇ **Increase the rate at which elevators are being installed at stations to make them accessible**, from 19 in the current five-year Capital Program to more than 50 in the next 5 year program, with the goal of achieving maximum possible accessibility in 15 years.



Make paratransit responsive

Why? Because our Access-A-Ride customers should be able to expect fast, reliable, friendly service, just like any user of our transit system. Our plans in this area build on the work of the MTA Board Access-A-Ride Work Group.

Foundations

Agility & Accountability

Improved paratransit performance dashboard (p. 58)

New elevator and escalator dashboard (p. 58)

- ◇ **Simplify processes for Access-A-Ride customers**, including reevaluating the application process and reviewing the need for reassessments.
- ◇ **Provide ride-hailing options for eligible Access-A-Ride customers**, expanding on the current pilot program in a cost-efficient manner.
- ◇ **Modernize scheduling and dispatching** of dedicated service and third-party vehicles to enable more direct and flexible routing.
- ◇ **Done in 2018**
- ◇ **Launch an accessible, all-in-one MyAAR app** which makes it easy for customers to schedule rides, track vehicles, give feedback and update account information. The app, which is slated for release in summer 2018, was developed in consultation with our AAR customers.
- ◇ **Allow Access-A-Ride vehicles to use bus lanes**, in coordination with the NYC Department of Transportation.



Improve communication for people with disabilities

Why? Because when you have a disability and you take transit, communication can be the difference between a maze of dead ends and a system you can depend on.

Foundations

Customer Service & Communication

Improved accessibility, quality, and consistency of real-time information (p. 72)

Increased use of real-time information screens (p. 72)

- ◇ **Provide clear instructions about alternate routes** in the event of an elevator closure, elevator breakdown, or other unexpected barrier to mobility.
- ◇ **Improve accuracy and availability of real-time information about elevators and escalators** on our website, in apps, and in digital signage.
- ◇ **Provide customer-friendly materials for riders with disabilities**, including clear information about how to use the system and opportunities to practice using bus wheelchair lifts in a safe environment.

Upgrade accessibility features throughout the system

Why? Because accessibility for people with disabilities is about much more than elevators — it's about consistent design that aids mobility for those with mobility devices, vision loss, hearing loss, and cognitive and other invisible disabilities.

Foundations

Customer Service & Communication

Strengthen checks on performance of PA systems (p. 72)

- ◇ **Accelerate installation of consistent accessibility features**, including installing tactile strips on platform edges, reducing platform edge gaps, and increasing announcements that are presented both visually and through clear, understandable audio.
- ◇ **Consider accessibility in our bus network redesign**, including considering demographics and community needs and working with NYC Department of Transportation on the placement and design of new bus shelters.
- ◇ **Revise maintenance practices** to make elevators and wheelchair lifts more reliable.
- ◇ **Identify options to redesign fare gates** for improved access, including allowing autogate to accept all fare types and providing wider turnstile/gates.



Exit  Hudson Blvd East
&  Buses
via mezzanine


Help Point



Priority

Engage & Empower Employees

More than 4,200 employees, including our union partners, contributed ideas and provided input into this Plan, and their message was clear: to transform our transit system, we must transform our organization and our culture. We will remove bureaucratic hurdles that hold our employees back, bolster training programs, empower employees, and provide career paths so that great people can flourish. World-class service is only possible when we support, develop, and engage our people.

More employee recognition • New programs for more visible employee recognition by end of 2018

Better communication • "Meet the Executive, Meet the Employee" sessions with front-line employees in 2018

More efficient onboarding • Redesign processes by end of 2018

Modernized organization • Fewer levels, new department structures, and re-defined roles in 2019

Refreshed approach to discipline • Significant first steps in 2018

Get the right people in the right jobs with the right mandate

Why? Because our skills, roles, and structure must match our needs, and we have too many great people hampered by an outdated organizational structure.

Foundations

Agility & Accountability

Key performance indicators for internal functions (p. 58)

Internal resources mobilized for an innovation unit (p. 59)

🕒 Done in 2018

◆ **Create a new position of SVP, People and Business Transformation** who, in addition to driving change management, will be accountable for the entire employee lifecycle, including recruiting, onboarding, training, promotions, and succession.

◆ **Reorganize Human Resources** to better support our employees and meet our organization's needs.

◆ **Streamline the organizational hierarchy**, redefine roles, update responsibilities, and create clear points of accountability.

🕒 Done in 2018

◆ **Reduce the amount of time it takes to recruit, hire, and onboard employees**, including executing a new Memorandum of Understanding with the NYC Department of Citywide Administrative Services.

◆ **Work to remove disincentives to internal promotion.**

◆ **Improve recruiting and retention** of high-quality candidates, especially for positions requiring specialized skills.

◆ **Strengthen apprenticeship and fellowship programs and pursue expanded partnerships with schools**, including targeted recruitment for certain specialized functions.



Show employees we value them

Why? Because our people deserve respect, dignity, and praise for the great work they do every day.

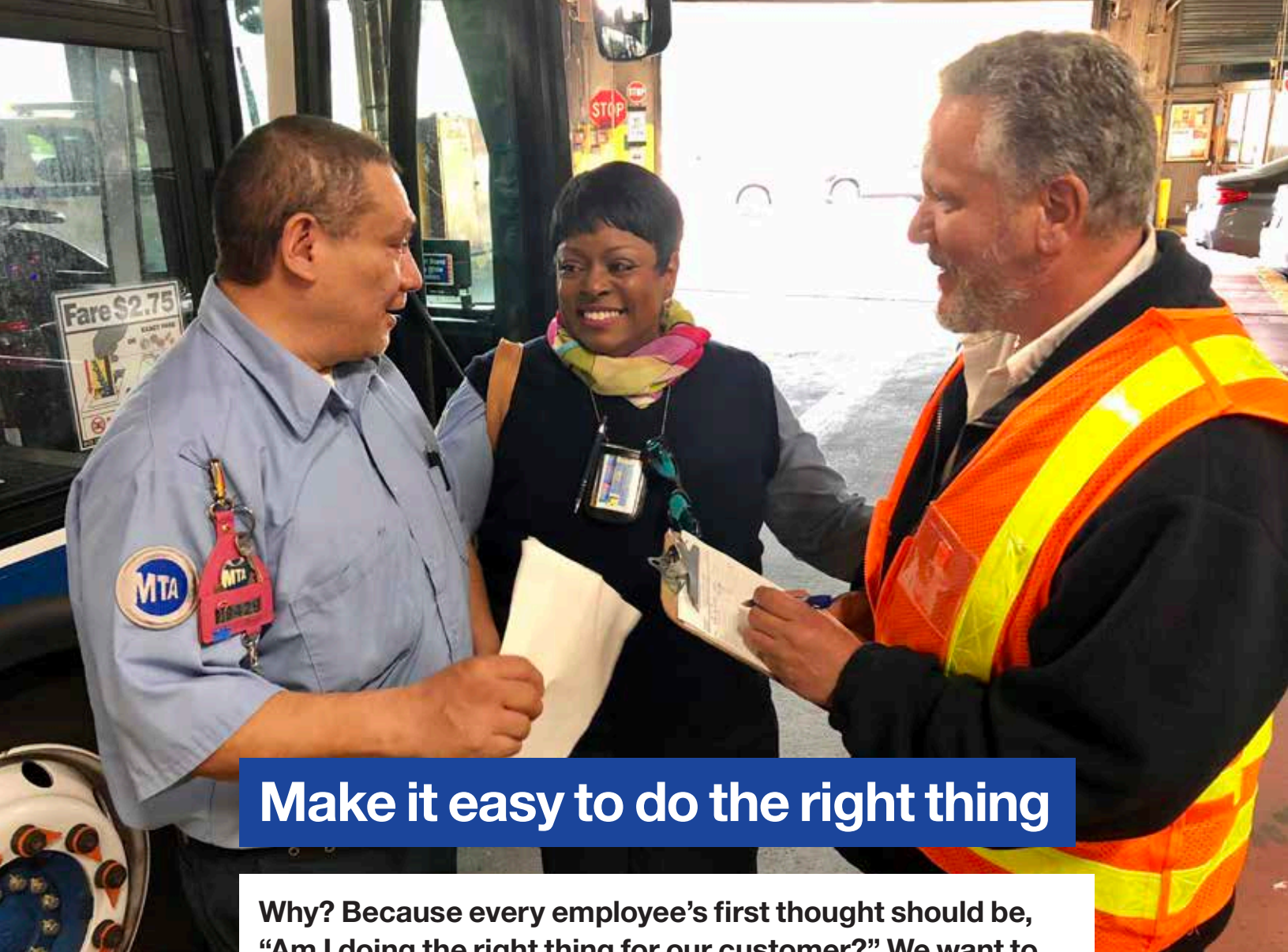
- ◇ **Take a strong stand against employee assaults** by collaborating with the NYC Police Department and district attorneys and advocating for stronger enforcement of assault charges.
- ◇ **Improve and continually maintain employee facilities, including bathrooms and crew rooms,** to ensure a decent working environment. The Fast Forward Plan will address more than 80 facilities in the first 5 years and more than double the pace of investment in employee facilities in 10 years.
 - 🕒 **Done in 2018**
- ◇ **Implement a comprehensive recognition strategy** that overtly acknowledges employees' great work.
- ◇ **Engage non-represented employees to review vacation accrual, parental leave, and other policies.**



Embrace diversity and inclusion at every level

Why? Because NYCT should be as diverse as the city we serve.

- ◇ **Strive for increased diversity throughout the organization.**
 - 🕒 **Done in 2018**
- ◇ **Foster a culture of inclusion with diversity training for all employees.** Establish employee resource groups to help inform agency policies.
- ◇ **Increase facilities for women and all gender identities,** including ensuring clean bathrooms and increasing the number of lactation rooms for nursing mothers.



Make it easy to do the right thing

Why? Because every employee’s first thought should be, “Am I doing the right thing for our customer?” We want to ensure our managers focus on coaching and giving our employees the support they need.

Foundations

Customer Service & Communication

Ensuring performance criteria include emphasis on communication and conflict resolution (p. 71)

🕒 Done in 2018

- ◆ **Refresh our approach to discipline** by working in cooperation with our unions to develop policies that differentiate between well-intended actions and willful or unsafe violations.
- ◆ **Roll out an enhanced management, administrative and supervisory performance framework** to support individual, group, and company-level objectives.

Create a “One Team” culture

Why? Because it’s time to break down the walls between departments and levels and work together to achieve our common goal.

Foundations

Safety, Security & Resiliency

Cross-departmental safety task force (p. 64)

- ◇ **Overhaul internal communications**, including making it easier for departments to connect and share information up, down, and across the organization. We will also increase the number of screens in employee break rooms and other facilities.
- ◇ **Implement job swaps, shadowing across functions and transfers across NYCT departments** so employees better understand others' roles and to aid career progression.
- 🕒 Done in 2018
- ◇ **Hold “Meet the Executive, Meet the Employee” days at employee facilities** so employees can interact directly with leadership.

Value and act on employee input

Why? Because our employees know how we can improve.

Safety, Security & Resiliency

Confidential employee safety hotline (p. 64)

- ◇ **Measure and track employee engagement** by launching a regularly-scheduled engagement survey and acting on its findings.
- ◇ **Redesign our employee suggestion program** to gather solution-focused suggestions from all employees.



Give people reasons and ways to grow

Why? Because for too long, our incentives and lack of sufficient development opportunities have discouraged our best people from taking on greater responsibility.

- ◇ **Establish a formal agency-wide mentoring program** to prepare employees for greater responsibility.
- ◇ **Revamp training and skills development**, including training of hourly employees, new employees, managers, analysts, non-managers, other staff, and contractors. This includes a focus on our foundations of Agility & Accountability, Safety & Security, and Customer Service & Communication.
- ◇ **Redesign training for new managers** to develop great future leaders.
- ◇ **Support and strengthen our supervisory staff**, including developing training for hourly employees interested in becoming supervisors and reviewing and improving vocational and professional training for all supervisory staff.
- ◇ **Improve the transfer of knowledge and the flow of succession**, including establishing knowledge transfer interviews for departing and promoted employees.

Foundation

Agility & Accountability

Transforming our transit system under the accelerated timelines suggested in this Plan will require both agility and accountability. We must scrap antiquated processes that drive up costs and slow us down in favor of smarter ways of working. At the same time, we must hold ourselves accountable at every step for doing what we promise on time and within budget.

Public transparency · Biannual public reporting on progress on this Plan starting in January 2019 · "Meet the Manager" sessions with customers starting in 2018

Efficient procurement · Over 90% of solicitations accepted electronically by end of 2018

Stronger project management · Single point of contact responsible for project scope, schedule and budget

New project planning and design procedures · New internal processes and procedures early in 2019

A photograph of an office environment. In the foreground, a man in a red checkered shirt is seen from behind, sitting at a desk with a computer monitor. In the background, another man in a pink shirt is also working at a computer. The office has cubicles, a printer, and various papers and charts on the walls. A prominent orange banner is overlaid on the image, containing the text 'Ensure efficient use of capital funding'.

Ensure efficient use of capital funding

Why? Because the public is trusting us to make every dollar count. Our ability to contain costs, run efficiently, and bring projects in on time and on budget is critical to this Plan. The initiatives in this section embrace the emerging proposals of the MTA Board Work Group on Cost Containment and Procurement and are underway in 2018.


- ◇ **Boost project controls to deliver on promises**, including more robust internal project reporting to proactively address budget and schedule risks and deliver stricter enforcement of timeline commitments made by all stakeholders.
- ◇ **Increase cost-estimating capacity** for more reliable project budgets that better account for risks.
- ◇ **Improve and expedite the design process** to reduce the likelihood of unnecessary change orders and overruns.
- ◇ **Review and revise technical specifications** to ensure cost effectiveness, reduce customization, and increase competition while considering operating conditions and lifetime cost of maintenance.
- ◇ **Revise contract terms and conditions for third party contracts** that hamper competition and drive up contractor costs.



Overhaul processes for faster, more efficient project delivery

Why? Because if we do things the way we've always done them, achieving the goals set out in this Plan will take much longer — and New York can't wait.

- ◇ **Ensure a single point of contact accountable for project scope, schedule, and budget on each large capital project**, including ensuring clear lines of decision-making authority across internal departments and contractors.
- ◇ **Simplify and speed up the procurement process**, including streamlining internal approvals and accepting most solicitations electronically. This also involves expanding business opportunities for firms owned by minorities, women, and service-disabled veterans.
- ◇ **Increase the use of alternate project delivery models and international best practices** such as design-build and effective value engineering.
- ◇ **Modernize our supply chain** by installing a new warehouse software management system, implementing comprehensive bar-coding for parts and materials, and using automated picking systems.



Measure, track, and report publicly on performance

Why? Because all stakeholders should hold us accountable for doing what we say we'll do.

🕒 **Done in 2018**

- ◆ **Continue to improve NYCT dashboards for bus, subway, and paratransit performance.** Introduce an elevator and escalator dashboard. Develop clear, realistic but ambitious targets that are relevant to our customers.
- ◆ **Establish key performance indicators for internal functions** because our speed and ability to meet commitments is a key part of our ability to deliver to our customers.
- ◆ **Provide New Yorkers with twice yearly reports on progress against the initiatives in the Fast Forward Plan** so our customers, partners, funders, and other stakeholders can see exactly how we're progressing.



Increase our capacity for innovation

Why? Because moving faster, smarter and more efficiently requires new approaches to solving problems.

- ◇ **Identify internal resources to support an innovation unit** that identifies key needs, actively engages customers, employees, private industry and academia, and incubates new solutions to improve the customer experience and increase operational efficiency. This includes working with the Transit Innovation Partnership.
- ◇ **Improve our ability to adopt and integrate new technology** in our operations, including determining technical requirements and ensuring proper training.
- ◇ **Explore increased use of public-private partnerships** to help address our challenges.
- ◇ **Pursue and expand on recommendations from the Genius Competition** to test and utilize innovative approaches to improving our subway system.



Advance environmental sustainability

Why? Because transit is critical to the environmental health of New York. By providing an alternative to cars, avoiding 11 million metric tons of carbon emissions, and enabling dense energy-efficient development, NYCT helps give New York City the lowest carbon footprint of any U.S. city.

- ◇ **Continue to invest in our Environmental Management System** which ensures environmental compliance and measures continuous environmental improvement.
- ◇ **Uphold environmental sustainability in new construction**, which includes building to LEED-certified specifications at new maintenance shops and bus depots.
- ◇ **Build on our extensive asset recovery and recycling programs**, which divert 70% of waste (over 50,000 tons annually) from landfills.



Foundation

**Safety,
Security &
Resiliency**

In a world where the potential threats are constantly changing, keeping our customers, employees, contractors, and fellow New Yorkers safe requires constant vigilance. At the same time, we must modernize our approach to safety.

Neighborhood policing · Support NYPD in expansion of Neighborhood Policing program · Advocate for enforcement of laws that protect employees from assault

Increased security · Over 600 new subway cars equipped with CCTV in 5 years, an additional 900 cars in the following 5 years

Safety culture · New 24/7 confidential employee reporting line by end of 2018

A woman with long blonde hair, wearing a white collared shirt and a high-visibility orange and yellow safety vest, is smiling and looking to her right. The background is a blurred subway station with overhead lights.

Engage employees directly in safety

Why? Because the more employees from across departments collaborate around safety, the safer our workforce and our customers will be.

- ◇ **Update employee safety and security training**, including updating content and using innovative training tools.
- ◇ **Create cross-departmental task forces to identify root causes of lost time injuries** and engage employees and vendors to propose solutions.
- ◇ **Increase engagement with unions and employees in the review and design of safety protocols.**

🕒 **Done in 2018**

- ◇ **Create a culture where employees are encouraged to speak up about safety issues**, including working with our labor partners to implement a confidential safety reporting hotline for employees, with strengthened internal tracking and reporting on issues raised and addressed.



Leverage friendly and visible enforcement

Why? Because a community-based approach to policing keeps our customers safe and makes our system run more smoothly.

🕒 Done in 2018

- ◆ **Collaborate with NYC Police Department Transit Bureau to increase Neighborhood Policing in subway stations**, using officers who actively engage with customers and the community and who have accountability for specific stations and lines.
- ◆ **Encourage increased enforcement presence on bus routes where needed**, including identifying times and areas of more frequent operator assault and streamlining communications between Department of Buses and law enforcement.
- ◆ **Work with law enforcement, City agencies, and community partners to help homeless people in the subway system get the resources they need.**



Keep the system secure

Why? Because the security of our transit system is essential to the security of New York.

- ◇ **Enhance security of critical facilities**, including expanding the use of intrusion detection technology.
- ◇ **Expand the roll-out of closed circuit television** to improve security.
- ◇ **Support and facilitate increased use of technology to detect biological, chemical, or radiological threats in the system**, in partnership with the NYC Police Department and federal agencies. Expand drills and exercises aimed at customer and employee safety and service restoration.
- ◇ **Advance cybersecurity** to increase protection of sensitive financial and operational systems.



Increase resiliency in the face of flooding

Why? Because as climate change intensifies, we must re-double our efforts to keep water from damaging our transit system.

- ◇ **Complete implementation of protective measures at 3,500 openings to the subway system that are vulnerable to flooding** and continue to advance capital improvements to protect critical facilities, such as rail yards and bus depots.
- ◇ **Ensure all new capital projects adhere to design guidelines for resiliency** established after Superstorm Sandy, which protect assets against storm surges and sea level rise.
- ◇ **Improve operational responsiveness during storms** including strengthening Incident Command Center communications, web-based tracking of vulnerabilities, and system-wide weather sensors that increase awareness of real-time conditions.
- 🕒 **Done in 2018**
- ◇ **Continue robust drain cleaning and grouting** to manage the daily influx of millions of gallons of groundwater.

Foundation

Customer Service & Communication

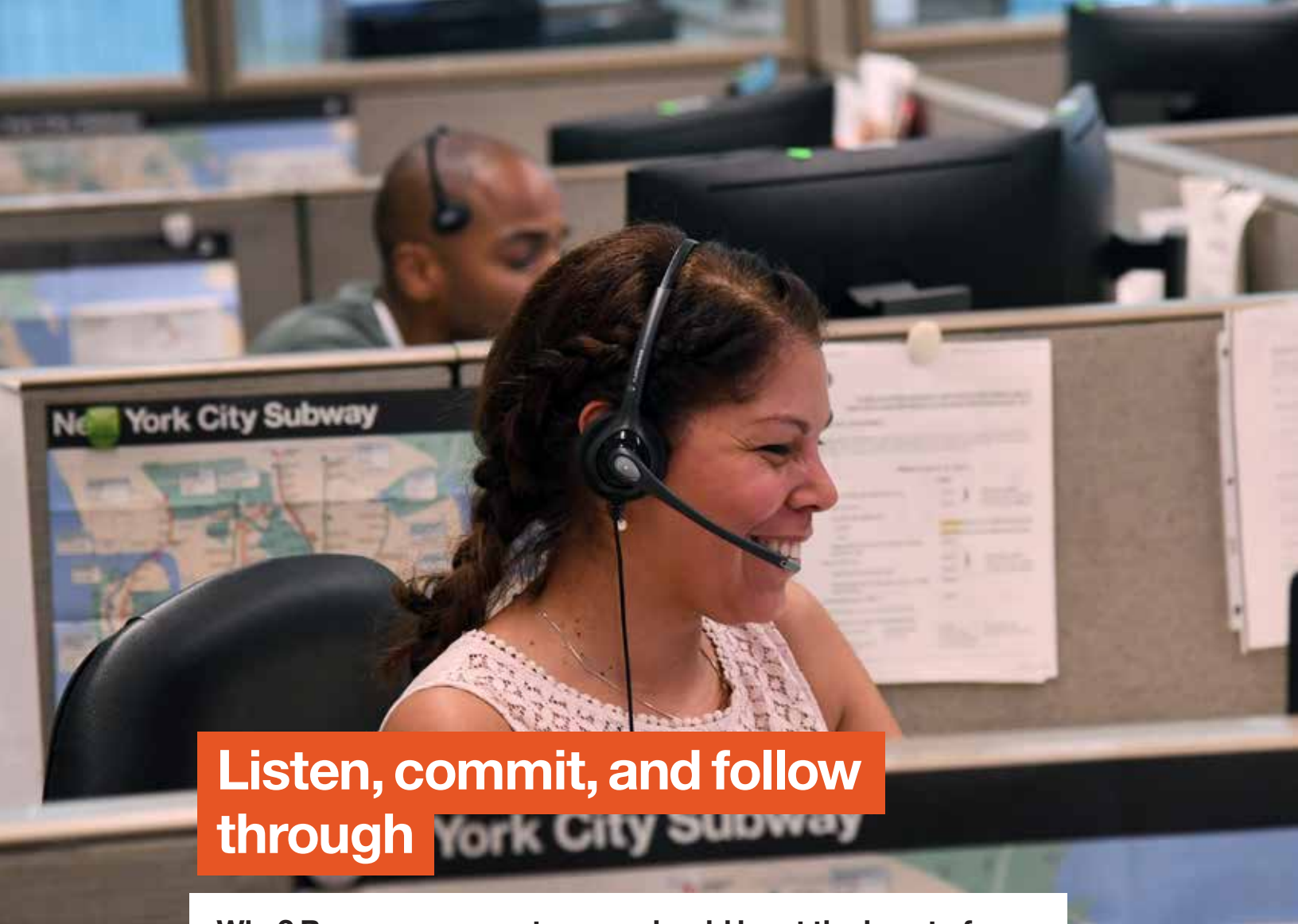
The Fast Forward Plan will require our customers' patience as we work to improve the system. Every step we take will be guided by a focus on the people we serve and a renewed commitment to helping them navigate a complicated multi-modal transportation landscape with new and more accurate tools. We pledge to go above and beyond to communicate and constantly look for ways to improve our service.

Customer commitments • Provide regular updates on system improvements and timebound commitments • Report customer satisfaction scores on bus, subway, and paratransit service by the end of 2018

Customer service improvements • Deploy new website and app • Reduce MetroCard refund processing time by 50% in 2018 • Reduce call center hold times by 25% in 2018

New information screens • Install customer information screens at 50 subway stations and on 1,000 buses in 2018 • Install in all stations and on 3,000 additional subway cars in the following 5 years

Better facilities • Improve restroom availability and servicing, starting with immediate improvements at 5 key station complexes • 25 locations completed by end 2019



Listen, commit, and follow through

Why? Because our customers should be at the heart of every decision we make, and they should see concrete improvements that directly address their needs.

🕒 **Done in 2018**

- ◆ **Regularly deliver improvements that benefit our customers and publish a quarterly **Customer Commitment** report** that tracks delivery of near-term initiatives.

🕒 **Done in 2018**

- ◆ **Measure customer satisfaction with quarterly surveys**, providing a valuable feedback loop to help prioritize initiatives.

- ◆ **Build the Strategy and Customer Experience division** to serve as a central resource for collecting and taking action on customer feedback, ensuring the interest of our riders is always considered, and developing innovative customer wayfinding tools.



Provide a shared foundation for employees

Why? Because the responsibility for customer focus doesn't just sit with our front line employees — it's the responsibility of every single person at New York City Transit.

- ◇ **Increase the use of customer service skill assessments** in the hiring and onboarding of customer-facing employees in collaboration with our union partners.
- ◇ **Revamp training to increase focus on customer service.**
- ◇ **Ensure performance criteria** include an emphasis on communication and conflict resolution.

Improve engagement with customers and communities

Why? Because when we communicate clearly, openly, and quickly about anything that might affect our customers, they can get where they need to go more easily.

 Done in 2018

- ◆ **Launch a new mobile-friendly website and app**, which gives our customers better access to real-time information about all MTA services.
- ◇ **Substantially increase the use of real-time information screens outside stations, in stations, on trains, at bus stops, and on buses**, including rolling out new digital screens in all subway stations and on the majority of buses and subway cars in the next 5 years. We will also work with the NYC Department of Transportation to install real-time “next bus” signs at 150 more stops by the end of 2018.
- ◇ **Continue to improve the accessibility, quality, accuracy, and consistency of real-time information** by focusing on the end-to-end customer journey, improving technology, reviewing placement of signage, and integrating processes and systems, including countdown clocks.
- ◇ **Improve stakeholder engagement surrounding closures** including early and frequent consultation, clear communication of reasons for closures, regular updates on progress, and accessible information about alternate service.
- ◇ **Strengthen checks on performance of public address systems** in stations, on subway cars, and on buses to ensure announcements are clear.

 Done in 2018

- ◆ **Speed up the replacement process** for reduced fare MetroCards.
- ◇ **Modernize and upgrade our lost and found facilities.**



New York City Transit stands at a crossroads.

The Governor's 2017 declaration of a state of emergency brought into stark focus the challenges facing a transit system carrying record ridership on increasingly unreliable infrastructure.

The Fast Forward Plan tackles those challenges head on. It sets out what needs to be done to meet our vision of delivering world-class transit to the world's greatest city.

This Plan will deliver comprehensive renewal of our infrastructure in a challenging but feasible timeframe. It will deliver a dynamic, modern organization that gets things done and that meets its commitments.

Most importantly, it will tap the pride and passion of the employees of NYCT who set out every day to keep our city moving.

It is time to move ahead — fast forward.

We asked employees what NYCT does best. Their answer? Respond to emergencies.

When faced with a crisis, we are faster, more decisive, more caring and collaborative. We cut through the red tape and do what it takes to get people moving again.

That's exactly what New York needs now to turn around a transit system in a state of emergency.

#fastforwardnyc



**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
June 27, 2018**

Good morning Chair Rodriguez and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. I also represent the City on the MTA Board. With me today are Eric Beaton, Deputy Commissioner for Transportation Planning and Management and Rami Metal, Director of Strategic Engagement. And I am glad to be here with New York City Transit President Andy Byford.

Thank you for inviting me to testify on behalf of Mayor de Blasio about the City's plan to support the MTA's 15-month closure of the Canarsie Tunnel scheduled to start in April 2019. As you are aware, this work is being done to address the damage done to this portion of the subway system by Hurricane Sandy in 2012.

Overview of the Challenge

As I have testified before, we are preparing for an extraordinary event. Our traffic engineers and transit planning experts have done extensive modeling, planning, and detailed on-site reviews and have conducted numerous public meetings, community board presentations and open houses.

From our analysis it is abundantly clear that whether we like it or not, hundreds of thousands of New Yorkers will be inconvenienced, including those in communities beyond the immediate areas along the L train corridor. Getting through this will involve shared sacrifice for many of us.

A total of 400,000 daily riders use the L train: 50,000 within Manhattan, 225,000 between Manhattan and Brooklyn and 125,000 within Brooklyn. Standalone, the L train would be the 10th largest transit system in North America.

During the L train closure alternative subway routes will carry 70 to 80 percent of the displaced riders needing to enter Manhattan. At the same time MTA buses will carry up to 15 percent of affected commuters coming into Manhattan and along 14th Street. Additional ferry service will carry up to five percent, and we expect three to five percent of affected commuters to use bikes.

Updates

In December, the MTA and DOT released our draft plans and we testified before you about the major components. Since then, we have presented to stakeholders close to 40 additional times. President Byford and I have personally answered well over 100 questions from the public at widely attended and very spirited town halls in Brooklyn and Manhattan. And we kept our commitment to you, Council Member Levin, to meet monthly with the L Train coalition.

This continued public engagement has been fruitful. We certainly heard from Brooklynites whose main concern is for reliable commutes. At the same time we heard from Manhattanites about local impacts and access. Balancing those competing concerns is the fundamental challenge and DOT has worked hard to incorporate what we learned at our town halls to improve the plan.

Today I will provide you with details: local access on 14th Street, the hours our street treatments will be in effect, changes to the crosstown bike route, and adjustments to our plan for Grand Street. I will also provide information on how we will leverage the Citi Bike infill we announced this morning in the area affected by the shutdown and some other temporary services Citi Bike will be offering.

Local Access on 14th Street

First, we certainly heard from local residents about the need for local access on 14th Street, particularly for those with mobility issues who may not be Access-a-Ride users. We think we have come up with a solution that will better serve those residents while allowing buses to achieve the speeds the MTA has set as targets. Under our plan, we will allow pick-ups and drop-offs on 14th Street, and we will create loading areas where cars and trucks can avoid blocking bus service. Bus lane rules will require those vehicles to make the *next* right turn or receive a camera violation—so the street will not be attractive for any through movements, but will only be used for these limited local purposes.

This is similar to the approach the City of Toronto used on King Street for their streetcar. I have spoken with my counterpart there, Barbara Gray, who runs their Transportation Department and President Byford who ran their transit system. Both report it has worked well—people love it and it has been transformational.

I do want to say that we analyzed taxi and app-based for-hire-vehicle (FHV) GPS data and observed that even currently most pickups in the corridor take place on the avenues rather than on 14th Street. With our local access plan, the vast majority of trip-takers will still find it simpler to do their pick-up and drop-off on the avenues—but the option will exist for anyone that really needs to be in a particular location on 14th Street itself.

Hours of Improvements

Next, I would like to address the hours that our street designs will be in effect, which apply to both the busway designs on 14th Street and Grand Street *and* the HOV restrictions on the Williamsburg Bridge. The bus lanes on the outer edges of 14th Street, and on Delancey, Allen, and Kenmare Streets, will follow these hours as well.

MTA requested the maximum hours possible and we heard from many Brooklynites that they wanted 24/7. And we also heard clearly from the public about how the L train is busy all day, and thus how we need to make sure that we keep the alternative service moving in Brooklyn and Manhattan all day as well. We looked at the data as well and it showed that “peak hours” along the L train corridor are not just a couple of hours in the morning and a couple of hours in the evening.

Based on these considerations the City is prepared to honor the MTA’s request for bus priority and HOV restrictions from 5:00 a.m. to 10:00 p.m. seven days a week. Identical hours for the various treatments, as well as consistent hours throughout the day rather than just at certain times, will also allow for easier to understand messaging, simpler signage, and less complicated logistics and enforcement.

As you know, on 14th Street we will also be making additional room for MTA bus boarding, queuing, and fare payment, for which there would not be room in the current sidewalk space. And 14th Street is both a Vision Zero priority corridor and area, and has six priority intersections. This corridor has seen two fatalities and 16 serious injuries in the past three years. So to safely accommodate the up to 138 percent increase in pedestrians expected, we are substantially increasing the amount of available pedestrian space—while installing a protected crosstown bike route as well for the expected surge in cycling and with recent cyclist fatalities in mind as well.

As the City continues to grow we often see pedestrians dangerously spilling into the streets. I would like to acknowledge Chair Rodriguez’s leadership in urging DOT to expand pedestrian space in the places we are seeing this to improve pedestrian safety and traffic—clearly 14th Street during the L Train shutdown has the potential to be one such location.

Changes to the Crosstown Bike Lane

Now I would like to move to the Manhattan cross-town bike lane. Back in December we presented a plan for a two-way, protected bike lane on 13th Street. Since then we have heard concerns from local residents and institutions about limited space for pick-up and drop-off on these narrow blocks and safety concerns about two-way bike traffic on a street with existing one-way vehicle traffic. We also heard from cyclists concerned that the bike path would be too narrow for the number of bike riders that might use this corridor.

Given the strong community, elected, and institutional input we now propose a westbound bike lane on 13th Street paired with an eastbound bike lane on 12th Street that will allow for wider bike lanes—six feet in either direction, with a four- to nine-foot buffer, versus four feet previously with a two- to three-foot buffer—with fewer turning conflicts. And this

approach will address concerns like having clear pick-up and drop-off zones at key destinations along the corridor, like schools. We think that this design will be a good fit in the neighborhood, and will allow us to safely accommodate bike mobility while still maintaining access for everyone on these streets.

Grand Street

Next, on Grand Street in Brooklyn, numerous buses shuttling displaced L train riders will need to operate reliably. We also expect that bicycle volume on this direct route to the Williamsburg Bridge could as much as triple. Grand Street is a thriving commercial corridor as well, and a mapped truck route connecting the North Brooklyn Industrial Business Zone (IBZ) to the Bridge. And this Vision Zero priority corridor, which experienced a fatality in 2016, is in need of safety enhancements as well.

DOT is proposing a traffic treatment similar to what we described for 14th Street, where buses will be able to make through trips, and other traffic will still be allowed, but only for more local trips—in most cases, being required to make the next right turn off of the corridor. As on 14th Street, this should allow fast and reliable bus travel times while still providing needed access to local businesses and residents. We are studying in detail the effects on other nearby streets like Metropolitan Avenue to see where any additional street regulation changes might help as well.

Additionally, parking and buffer protected bike lanes will run in both directions along Grand Street, with connections to local bike lane networks deeper into Brooklyn and Queens.

Citi Bike

Turning to the role of bike share in our plans for the shutdown, the City was pleased to announce today that we will be strengthening the Citi Bike system through “infill”—increasing the number of bicycles and the station capacity to dock them—within the existing service area. Citi Bike is currently operating at capacity in its busiest areas and these improvements will help the service meet New Yorkers’ great demand to ride, accommodating more short trips by bike share that might otherwise shift to for-hire vehicles. By focusing the first year of infill on the Manhattan core and Williamsburg, this initiative will bring its earliest mobility benefits to the areas most affected by the L-train closure.

In addition, Citi Bike will institute several temporary measures during the L-train shutdown to help keep its riders moving. These will include about 10 new valet stations — staffed to ensure riders can dock a bike during busy times—and a “shuttle service” of 1,000 pedal-assist Citi Bikes designed to get commuters across the Williamsburg Bridge.

Legislation

Now turning for a moment to the two bills before the Committee. Pre-considered T2018-2349 would require DOT to designate an ombudsperson to monitor the progress and status of

Major Transportation Projects (or “MTPs”), as well as any other projects the Commissioner, or the Council, may designate. The bill would require the ombudsperson to establish a system to receive comments and complaints about such projects, and to look into and troubleshoot those complaints. And the bill goes on to designate the L Train tunnel reconstruction as one such project.

DOT’s Borough Commissioners, Ed Pincar, the acting in Manhattan, Keith Bray in Brooklyn, Nicole Garcia in Queens, Nivardo Lopez in the Bronx, and Tom Cocola in Staten Island, and their teams, already play a very similar role to the ombudsperson contemplated by this bill for MTPs and other significant DOT projects in their boroughs. And when it comes to the L train projects in particular, both the DOT project team, as well as a significant part of senior management, myself included, and our Intergovernmental and Community Affairs team are engaged with elected officials, stakeholders, and the public across the whole affected area.

At the same time, we are aware that ombudspersons, where they have been created at other agencies, have a somewhat different role than outlined in the bill today. We would welcome continued conversation about what creating this type of role at DOT would look like.

One important note: as drafted, the bill could be interpreted as permitting any project, not just DOT projects, to be designated. A DOT ombudsperson should only be responsible for dealing with a DOT project. Finally, I should say that when it comes to the L Train shutdown, DOT’s correspondence, social media, and 311 units are already and will continue to be placing a special emphasis on responding to communication from the public on this major transportation challenge.

The second bill, Pre-considered T2018-2348, would require DOT to designate community information centers in Brooklyn and Manhattan to provide information and resources on the tunnel shutdown to residents, commuters, and businesses.

First I want to say that when it comes to public outreach and information, DOT will have a role to play, but MTA will be the primary agency managing ongoing communications with the public and President Byford can speak to the robust plans they are developing. When it comes to vital information for the public on transit service and travel options provided on an on-going basis, MTA will take the lead. Construction related questions pertaining to the actual tunnel and station reconstruction work, including maintenance of a local construction office, will also be the domain of MTA.

When it comes to major street changes, such as the Busway on 14th Street and restrictions on Grand Street in Brooklyn, DOT’s Street Ambassadors will be informing residents and businesses about local access plans and related information. Once the shutdown begins, DOT’s Borough Commissioners and their staff will be on the ground monitoring and troubleshooting.

In addition we will be letting drivers far from the immediate shutdown area know about their travel options. And we will be working closely with our partners at TLC to educate their drivers. Finally, we have been working to make sure that customers can get information or comment about street access and HOV changes by calling 311.

For these reasons, DOT, for its part, would not support a requirement to create an additional field office for the L Train shutdown, beyond our existing Borough Commissioner offices in Brooklyn and Manhattan.

Conclusion

I have discussed a lot of details with you today, but I want to take a moment to step back to the big picture of our plan. There will be no alternative as good as the L train, and people will be inconvenienced during the shutdown. But together with the MTA, I think we have put together the plan that provides the least possible disruption to current L train riders, while also carefully considering the needs of local communities. We will be:

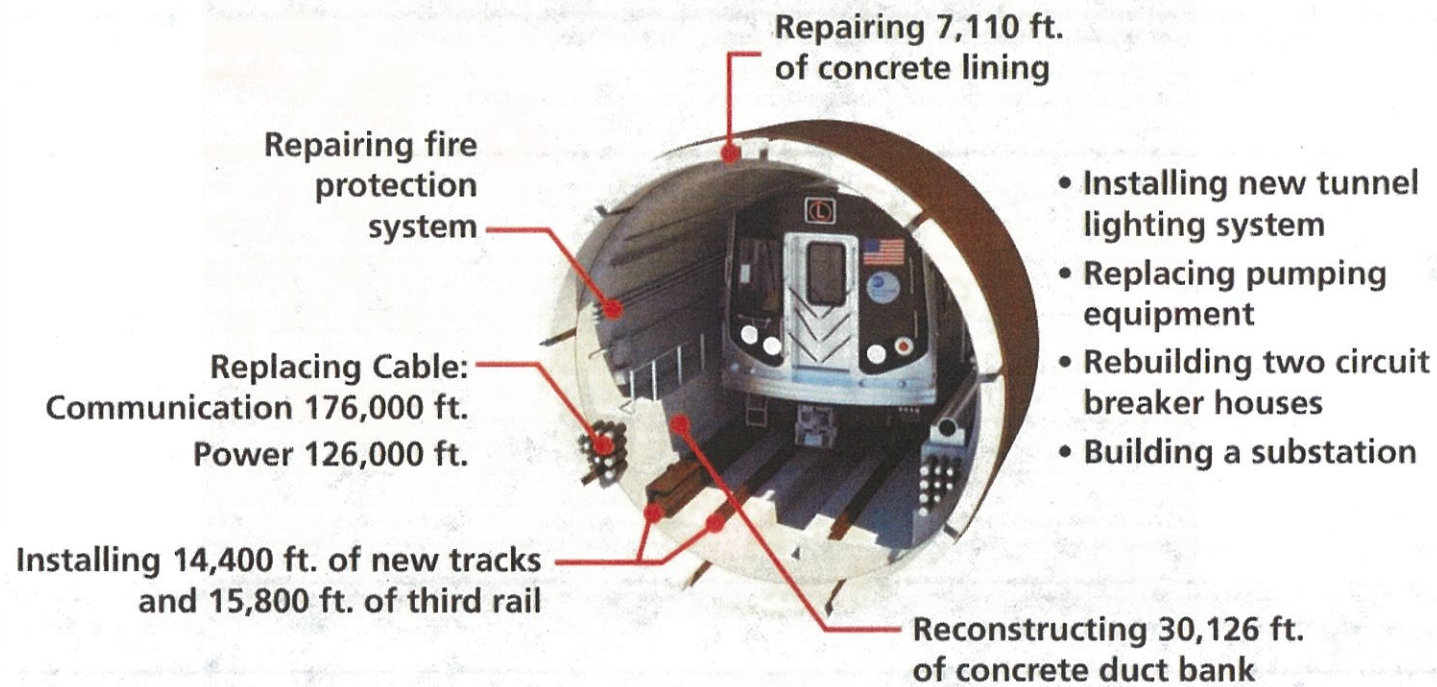
- Providing the street space for fast and reliable shuttle buses to and across the Williamsburg Bridge and to the nearest subway stations;
- Designing a 14th Street that will allow for extraordinarily frequent bus service and safely address high pedestrian volumes while accommodating the needs of local residents;
- Creating world-class cycling facilities that will safely accommodate a surge in bike riding, connecting cyclists to a network of protected bike lanes;
- Managing traffic to the best of our ability through HOV restrictions and other street design changes;
- And adding pedestrian improvements and bike parking where we think travel patterns to other stations will dramatically change.

This is not an easy set of changes, but DOT has worked diligently, and listened carefully to impacted communities, to create the best plan we can and we will continue to work with you all in the many months ahead as we move into implementation. Thank you for inviting me to testify today and I would now be happy to answer any questions.



L Tunnel Reconstruction

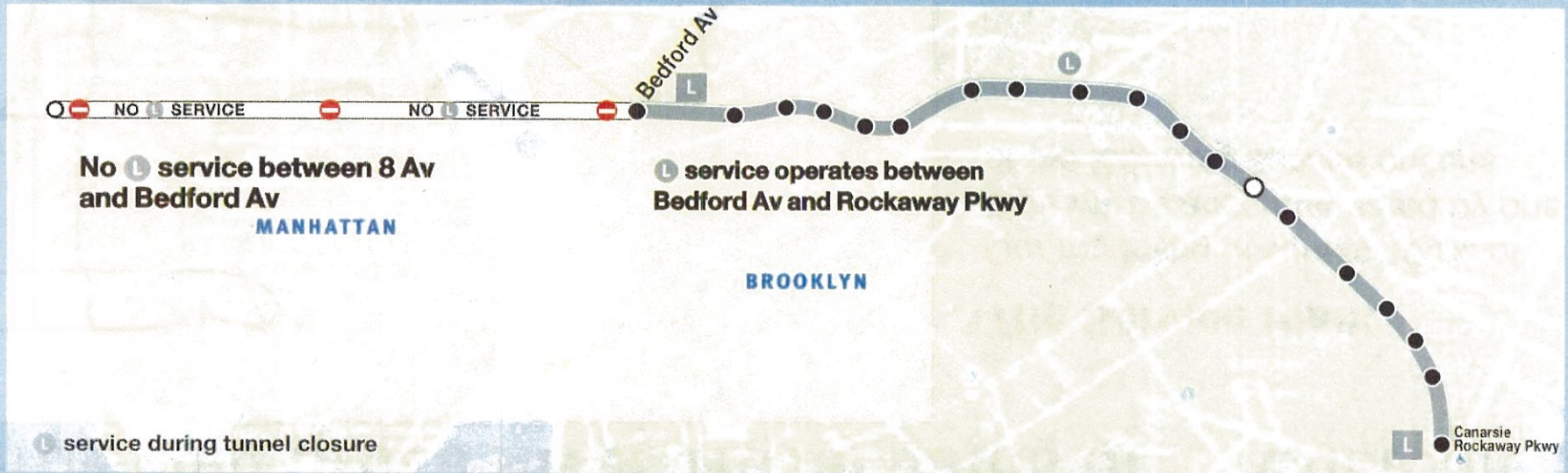
Reconstructing the L Tunnel





Service During Tunnel Reconstruction

April 2019 through July 2020



Projected Cross River Travel Paths of L Customers



The Service Plan:

Our modeling assumes 100% of trips will be accommodated by one of the following service options

Projected Cross River Travel Paths of L Customers



By Subway:

More **J M Z** service

- 32% of **L** customers
- 14% capacity increase, accommodating an additional 3,480 riders

Projected Cross River Travel Paths of **L** Customers



By Subway:

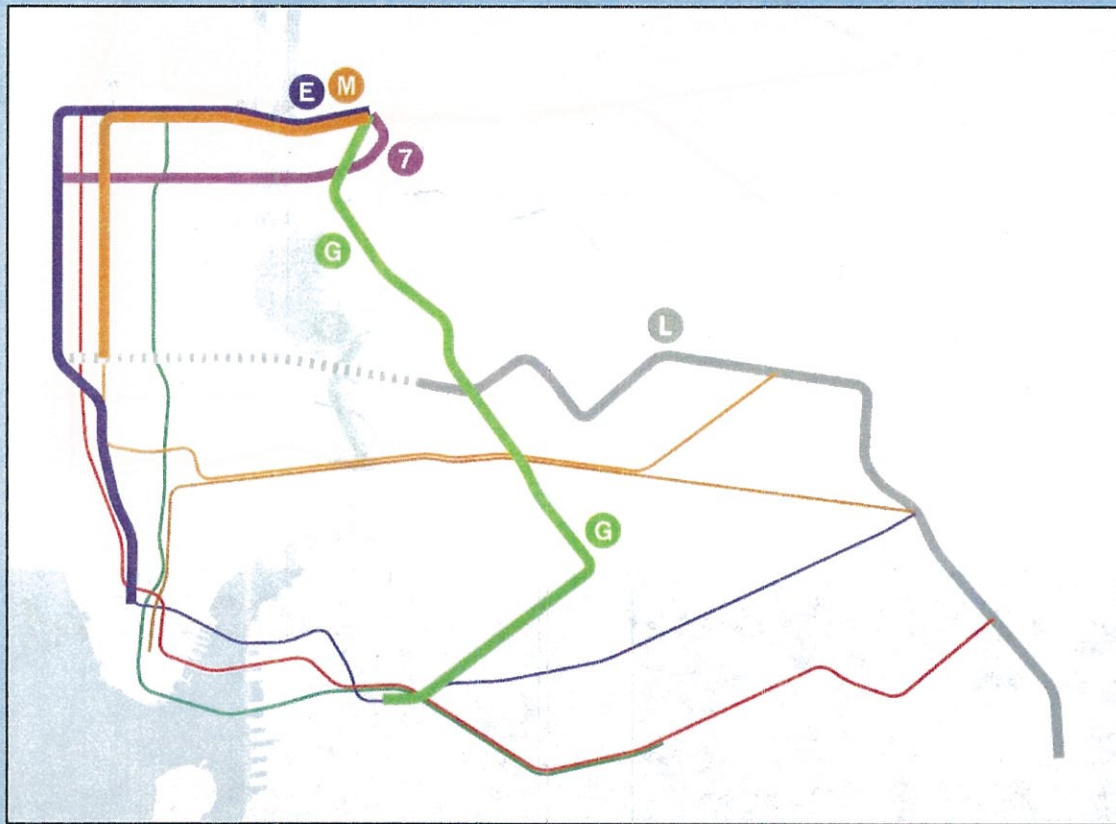
More **G** service and longer trains to/from Long Island City

- 28% of **L** customers
- 176% capacity increase, accommodating an additional 11,100 riders

More **G** service and longer trains to/from Downtown Brooklyn

- 7% of **L** customers
- 121% capacity increase, accommodating an additional 7,620 riders

Projected Cross River Travel Paths of **L** Customers

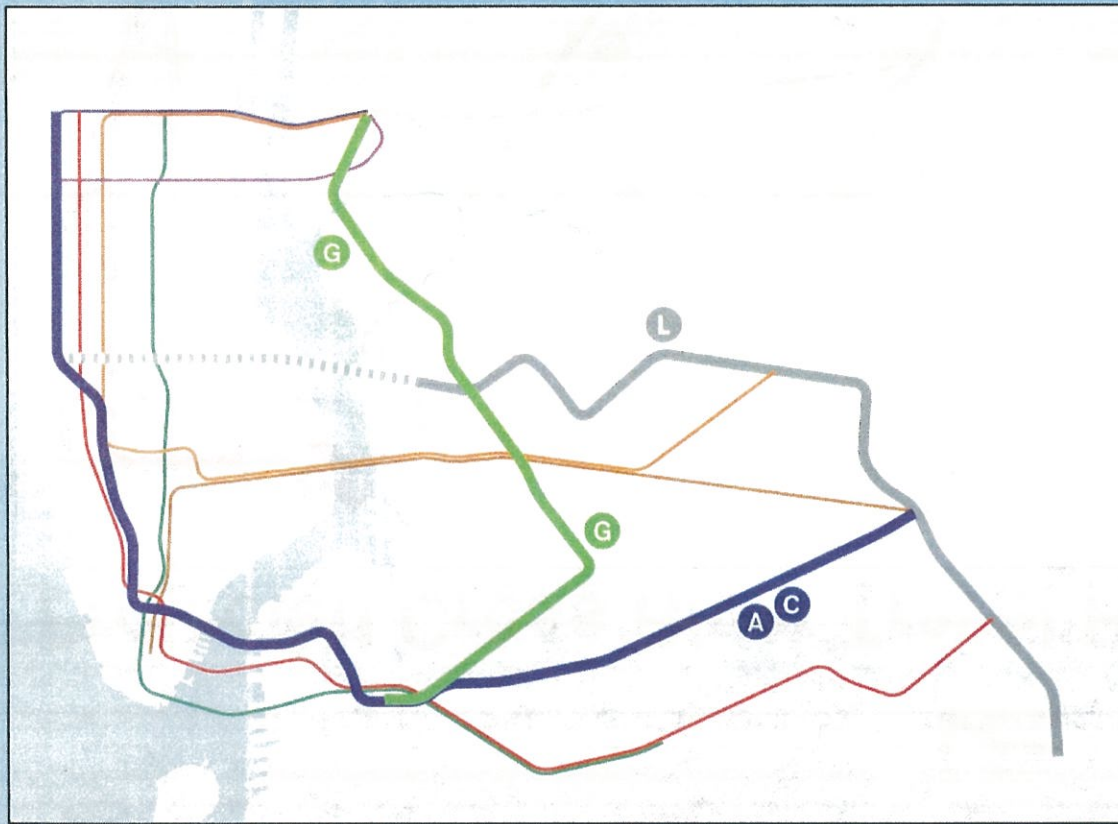


By Subway:

From the **G** in Queens:

- Additional **E M** service
 - 11% of **L** customers
 - 11% capacity increase, accommodating an additional 3,480 riders
- Additional **7** service
 - 15% of **L** customers
 - 7% capacity increase, accommodating an additional 2,420 riders

Projected Cross River Travel Paths of L Customers

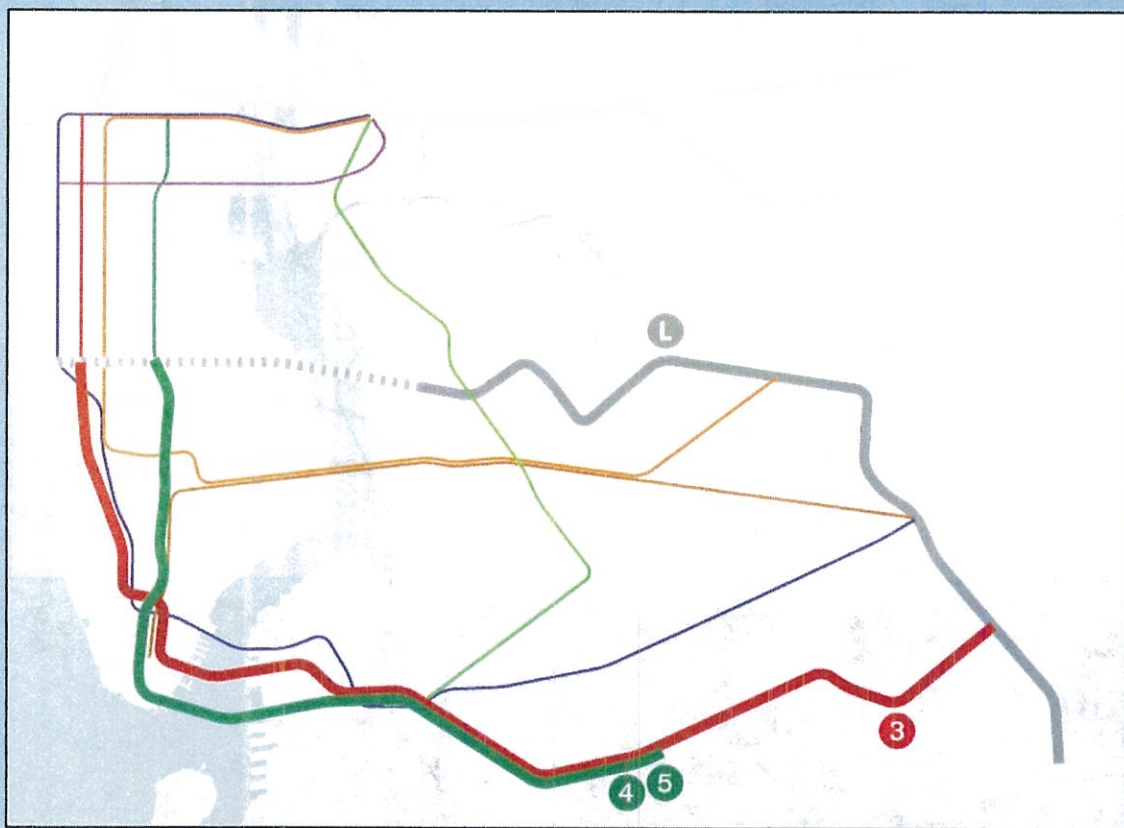


By Subway:

A C in Brooklyn (longer **C** trains)

- 12% will transfer from the **G** and **L**
- 7% capacity increase, accommodating 2,320 customers

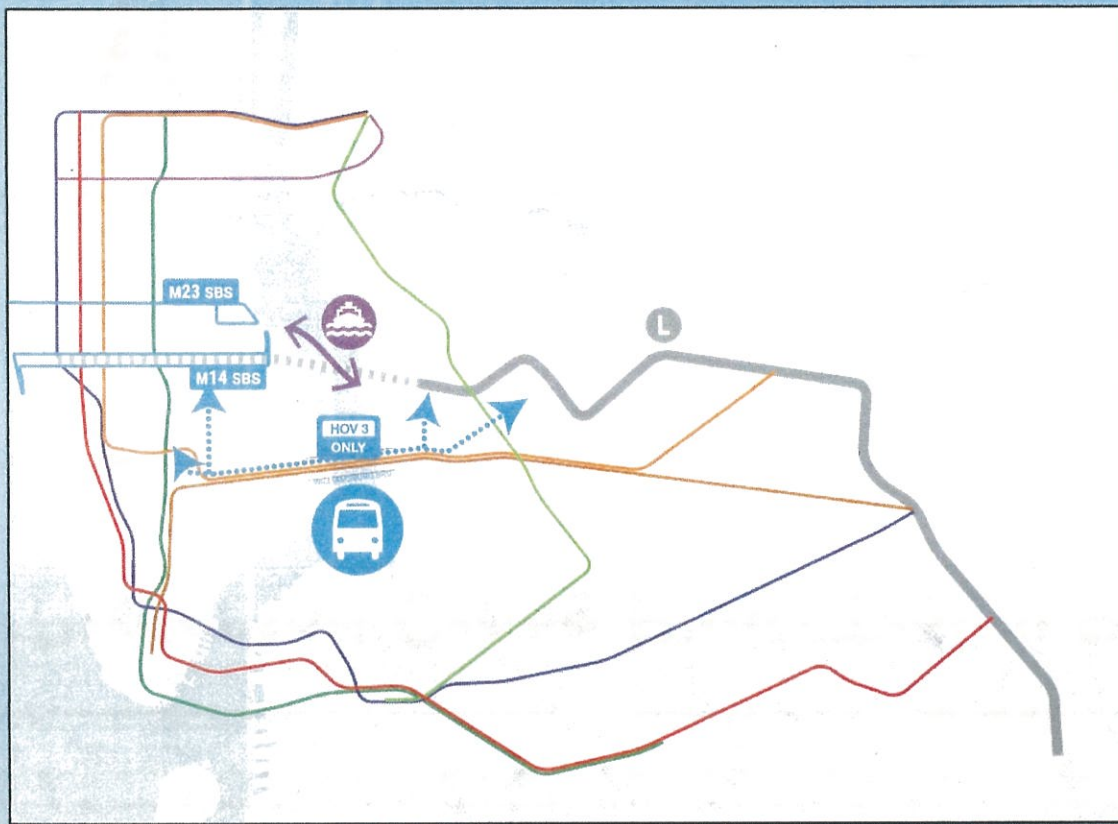
Projected Cross River Travel Paths of L Customers



By Subway:

3% of riders will take the 2 3 4 5

Projected Cross River Travel Paths of **L** Customers



By Bus and Ferry:

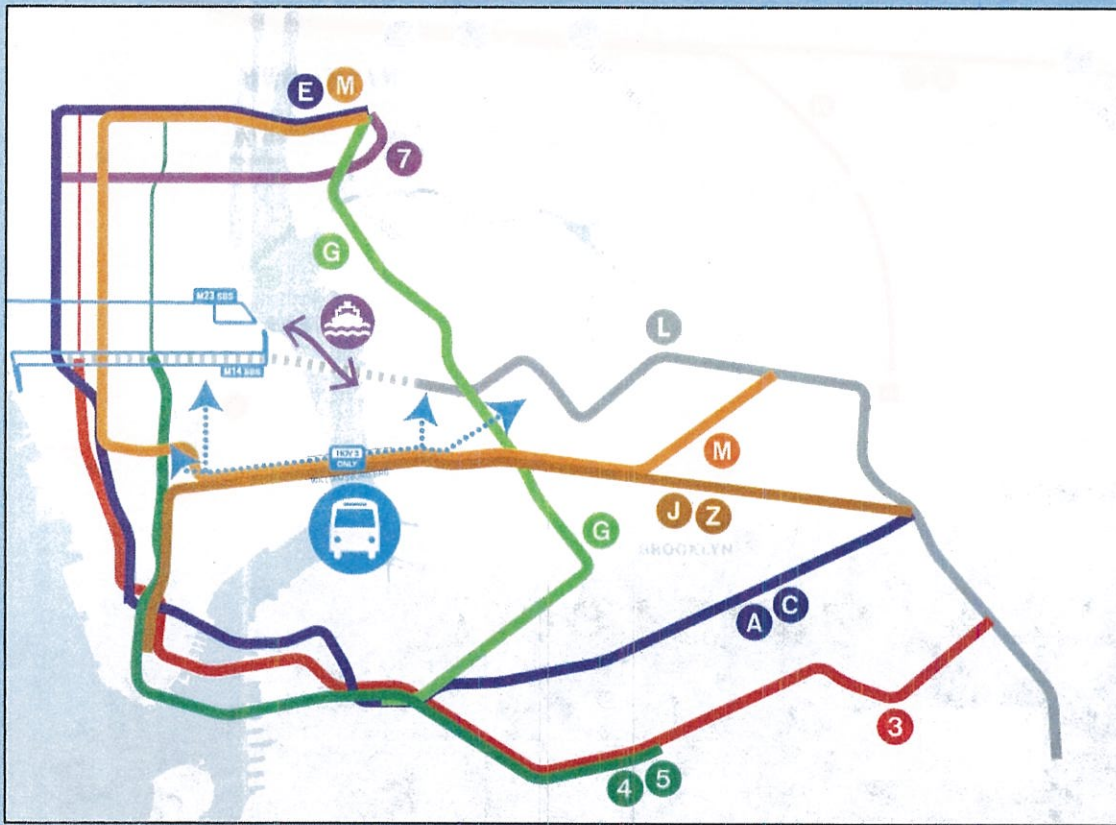
Four interborough Select Bus Service Routes

- 17% of **L** customers
- 80 buses per hour, accommodating 4,200 riders

New ferry service

- 4% of **L** customers
- Eight ferries per hour, accommodating 1,190 riders

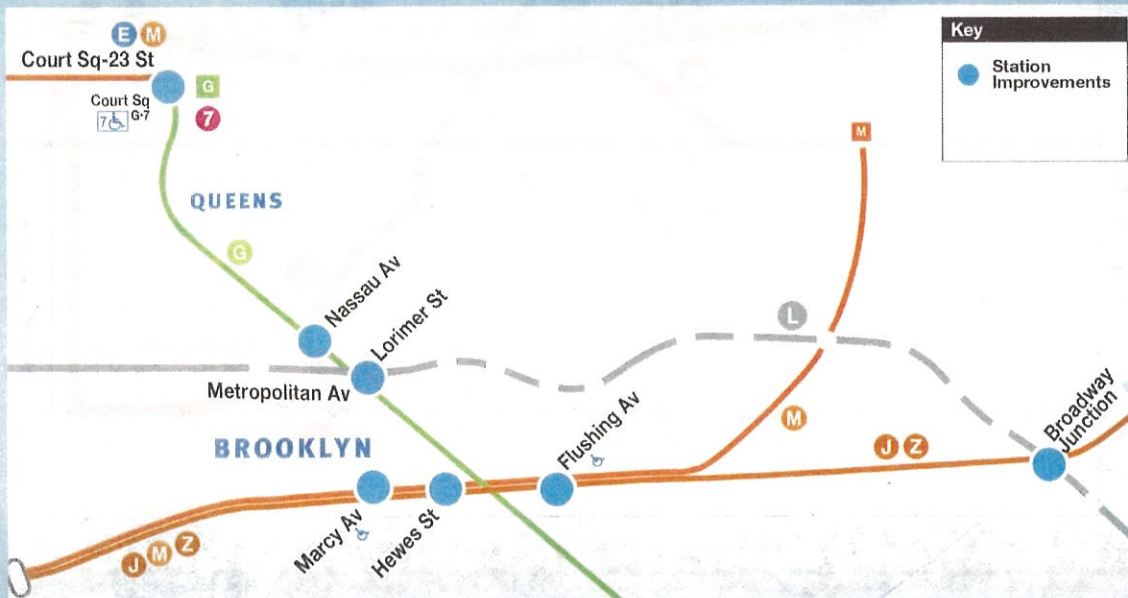
Projected Cross River Travel Paths of L Customers



In Summary:

- 79% of L riders will take other subway lines
- 17% of L riders will take interborough buses
- 4% of L riders will take the ferry
- 71% of L riders will have no more than 10 minutes additional travel time in AM peak

Station Capacity and Transfers



Station Capacity:

- Widening and/or adding stairways
- Reopening entrances
- Adding/reconfiguring turnstiles

Station Capacity and Transfers



Station Capacity:

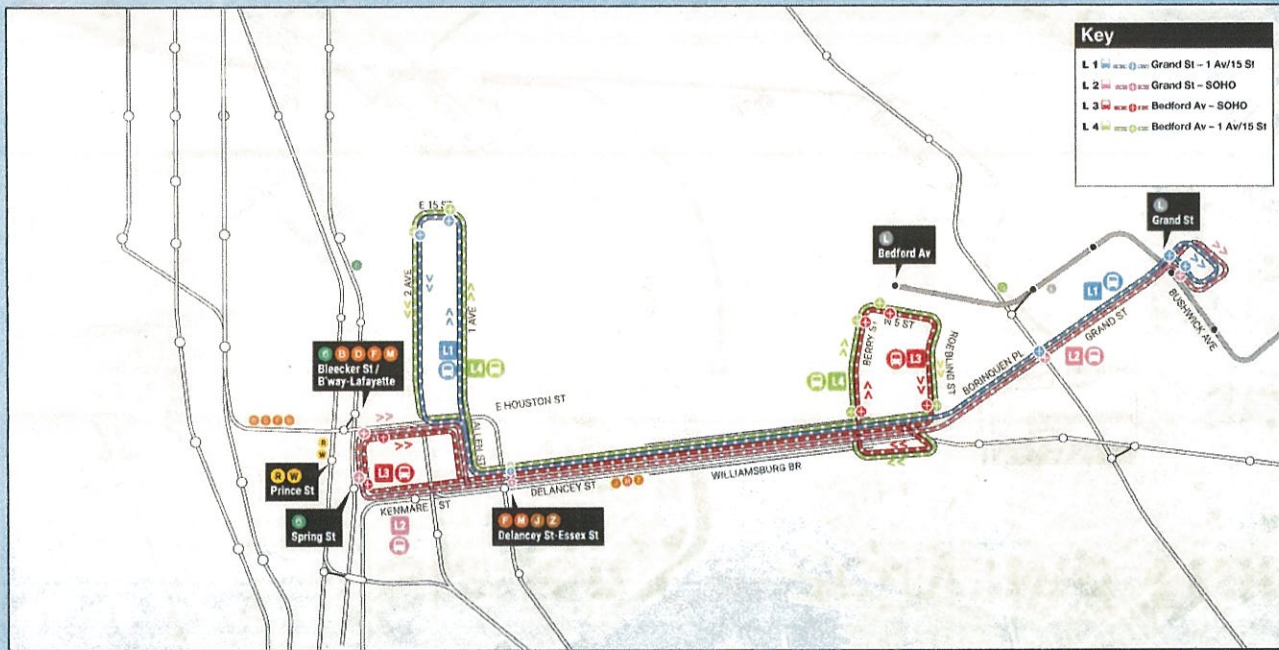
- Widening and/or adding stairways
- Reopening entrances
- Adding/reconfiguring turnstiles

New Free Transfers:

- Broadway **G** and Hewes St **J M Z**
- Broadway **G** and Lorimer St **J M Z**
- Junius St **3** and Livonia Av **L**
- 21 St **G** and Hunters Point Av **7**

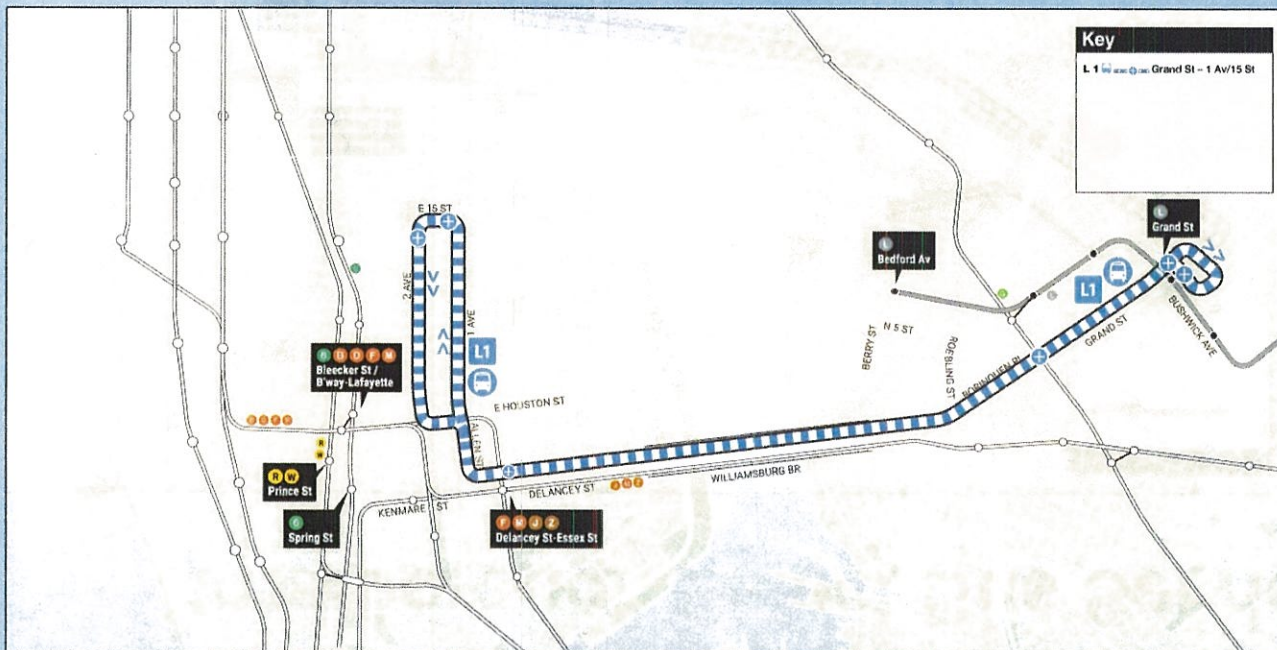
Interborough Select Bus Service

80 Buses Per Hour will Travel Across the Williamsburg Bridge



- L1 SBS
- L2 SBS
- L3 SBS
- L4 SBS

Interborough Select Bus Service: L1 SBS



Service between Grand St and 1 Ave/15 St:

- Every 2½ minutes during AM peak hours
- Every 3½ minutes during PM peak hours

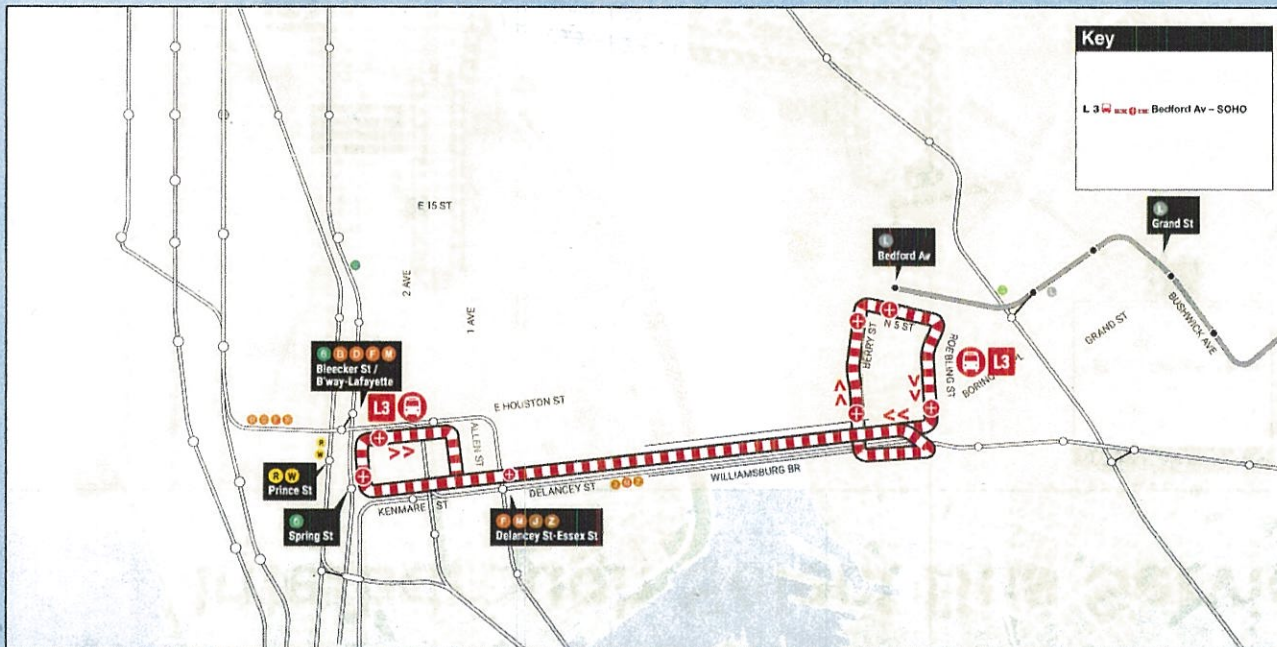
Interborough Select Bus Service: L2 SBS



Service between Grand St and SoHo:

- Every 2½ minutes during AM peak hours
- Every 3½ minutes during PM peak hours

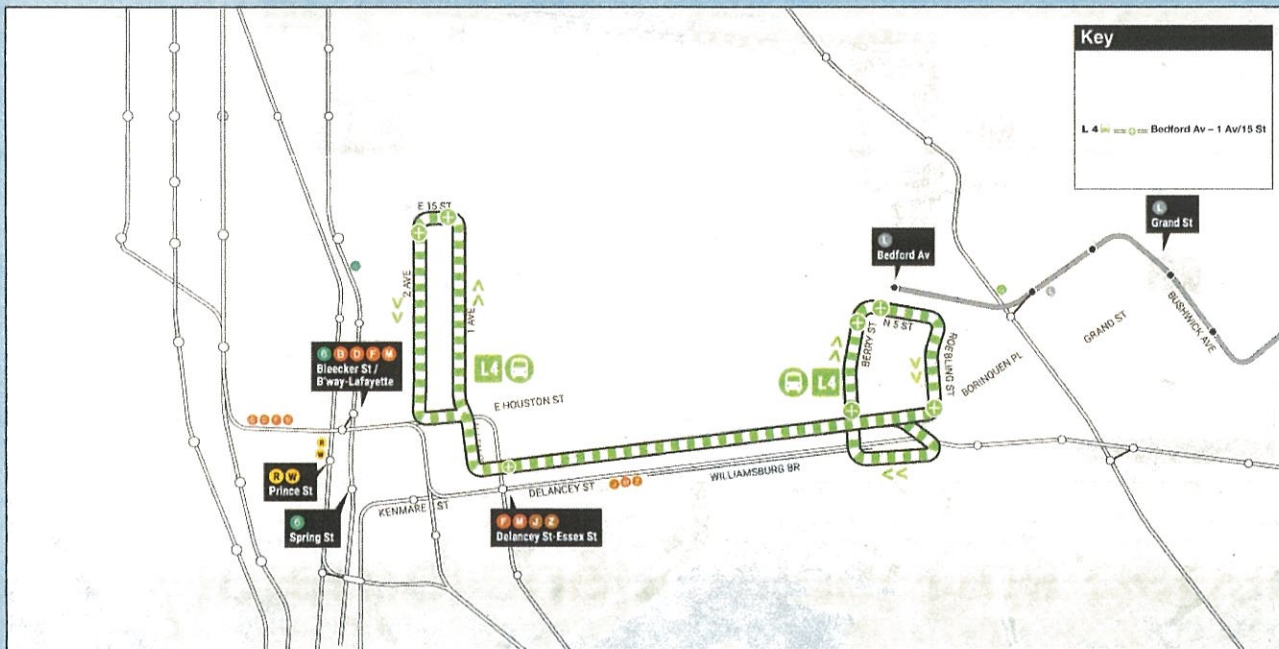
Interborough Select Bus Service: L3 SBS



Service between Bedford Av and SoHo:

- Every 2½ minutes during AM and PM peak hours

Interborough Select Bus Service: L4 SBS



**Service between
Bedford Av and
1 Ave/15 St:**

- Every 6 minutes during AM peak hours
- Every 6½ minutes during PM peak hours

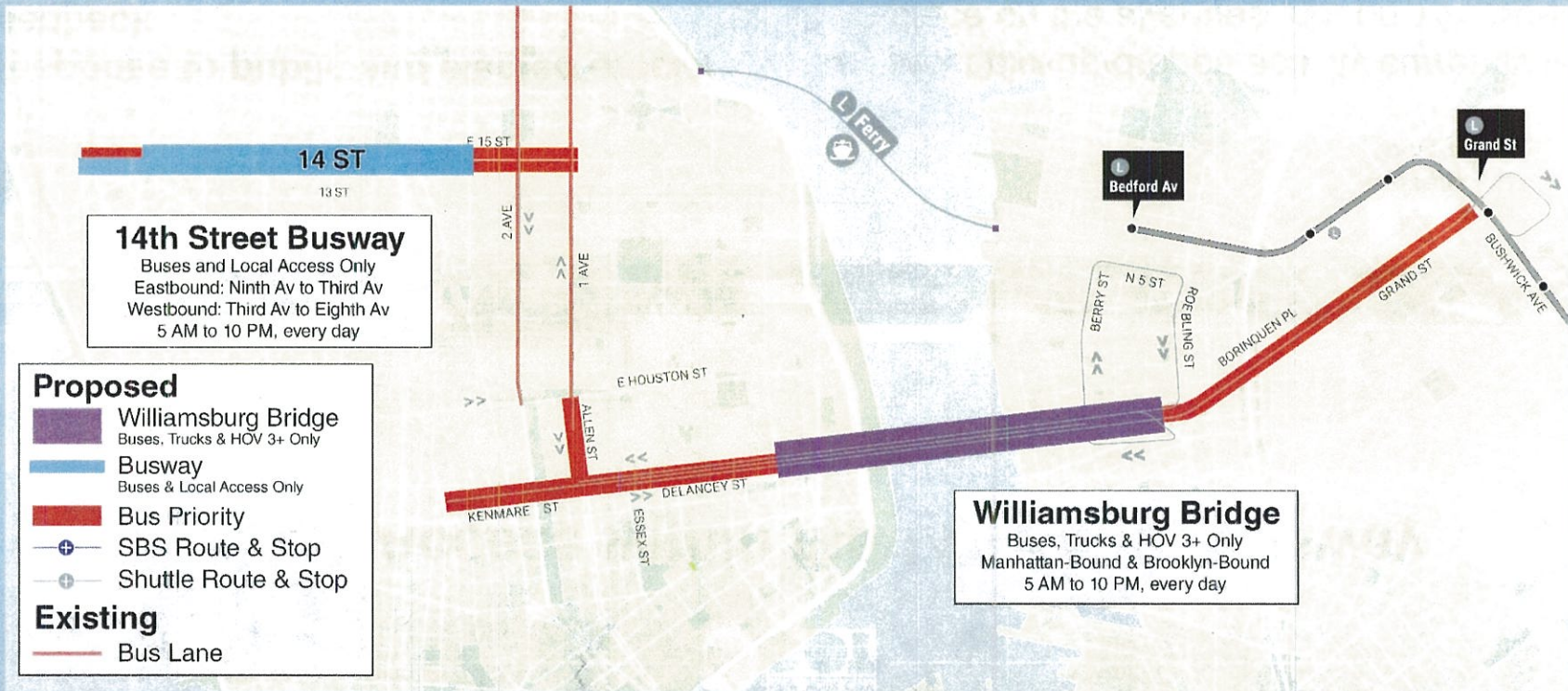
Late Night Bus Service



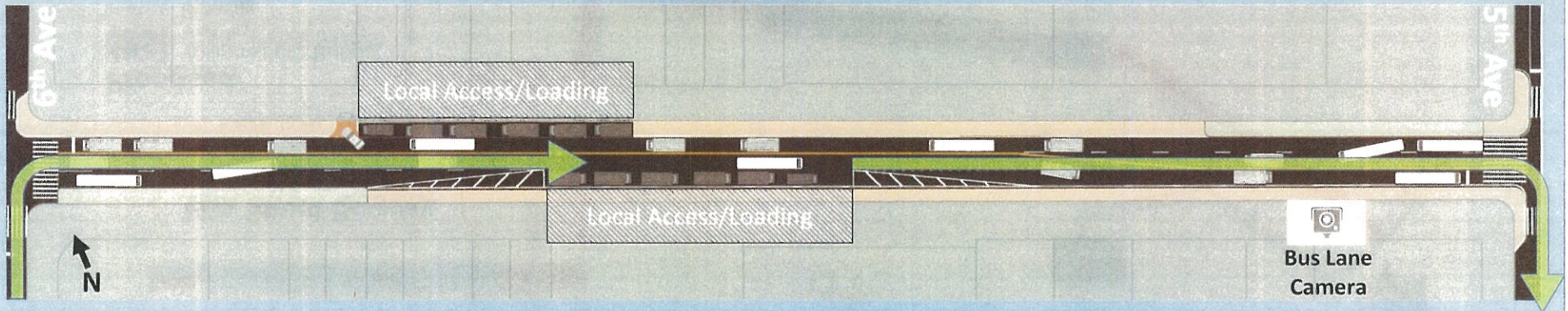
14th Street Transit Corridor



Bus Priority Plan

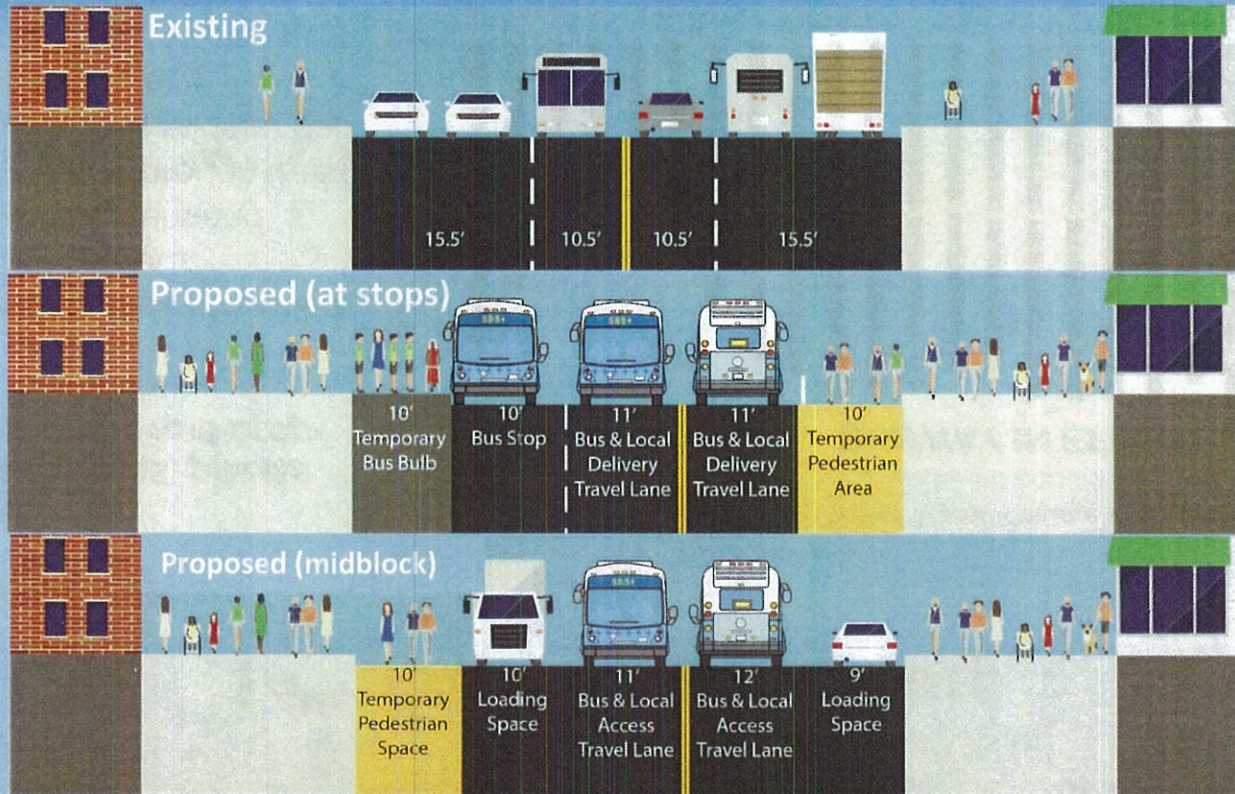


Local Access within the 14th Street Busway



- **Response to public and elected official feedback**
- Local Access:
 - Turn right on to 14th Street
 - Exit at next right turn
- Left turns prohibited at most intersections
- Enforceable with bus lane cameras
- Most pickup/dropoff activity currently takes place on the avenues, not on 14th Street
- DOT will conduct outreach local businesses and residents about access policy

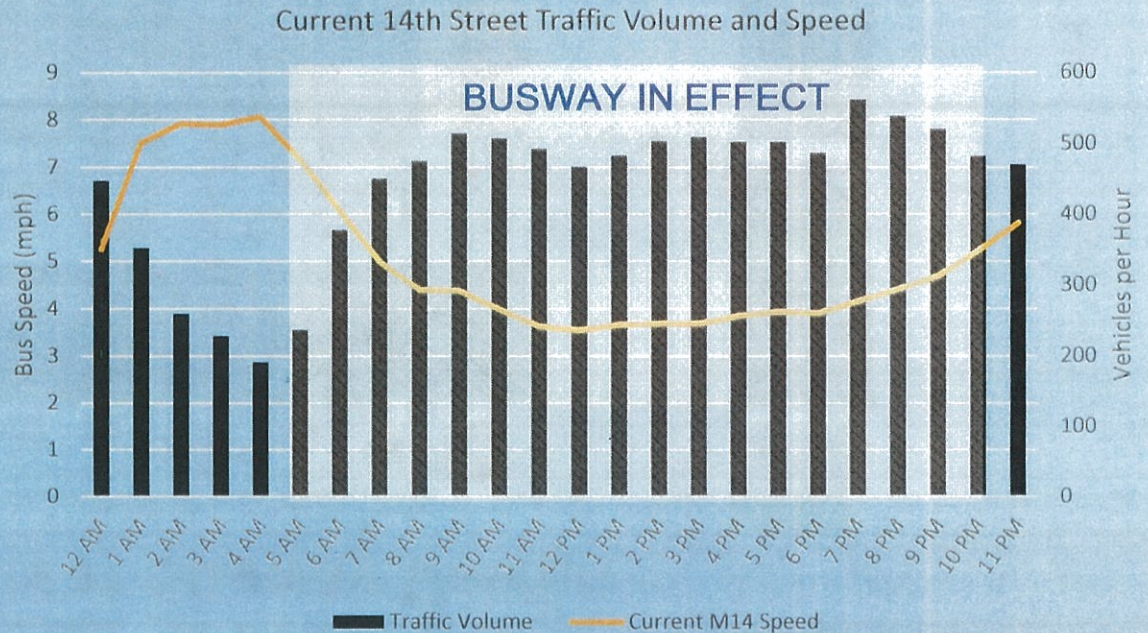
14th Street Busway Design



14th Street Busway Hours

5 AM to 10 PM, every day

- Buses
- Emergency Vehicles
- **Local access for deliveries, private parking garages, pickups and drop-offs**
- Busway hours support period of highest traffic demand on 14th Street
- Bus lane camera enforcement and NYPD presence will deter through traffic
- Busway operation without a midday gap allows for clear messaging and enforcement
- DOT will monitor traffic conditions on 14th Street and wider traffic network throughout the closure period



Williamsburg Bridge HOV 3+ Hours

HOV 3+ Policy:

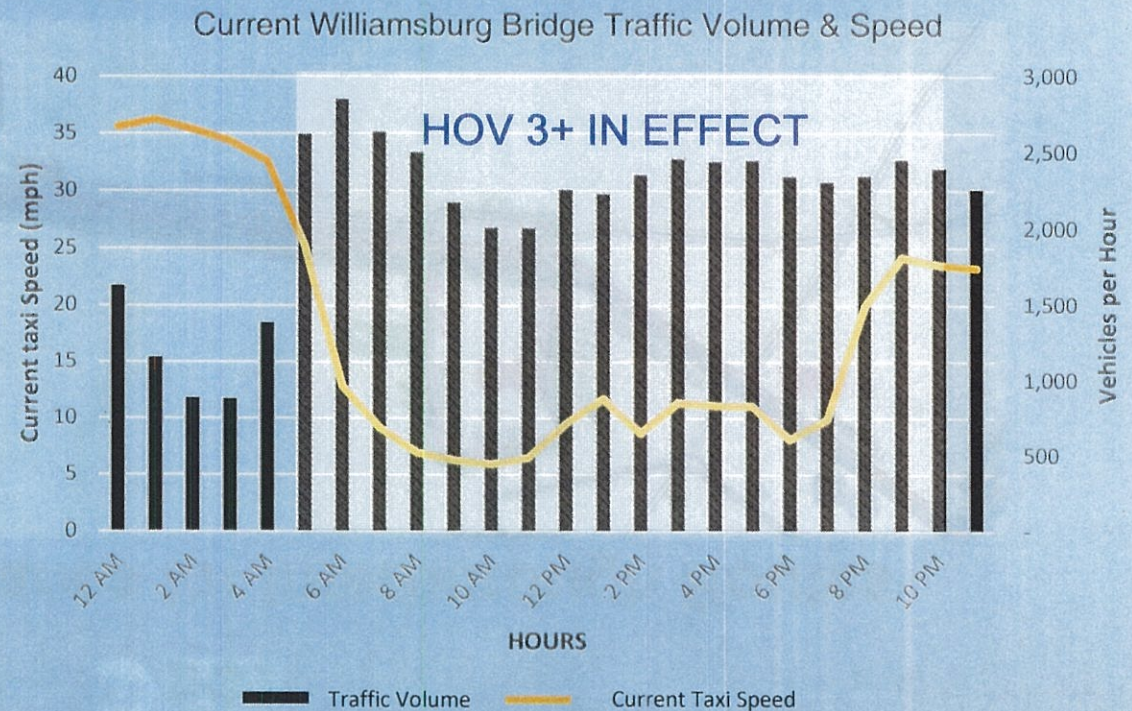
5 AM to 10 PM, every day

- Buses, Trucks & HOV 3+ Only
- Manhattan- and Brooklyn-Bound
- All Lanes

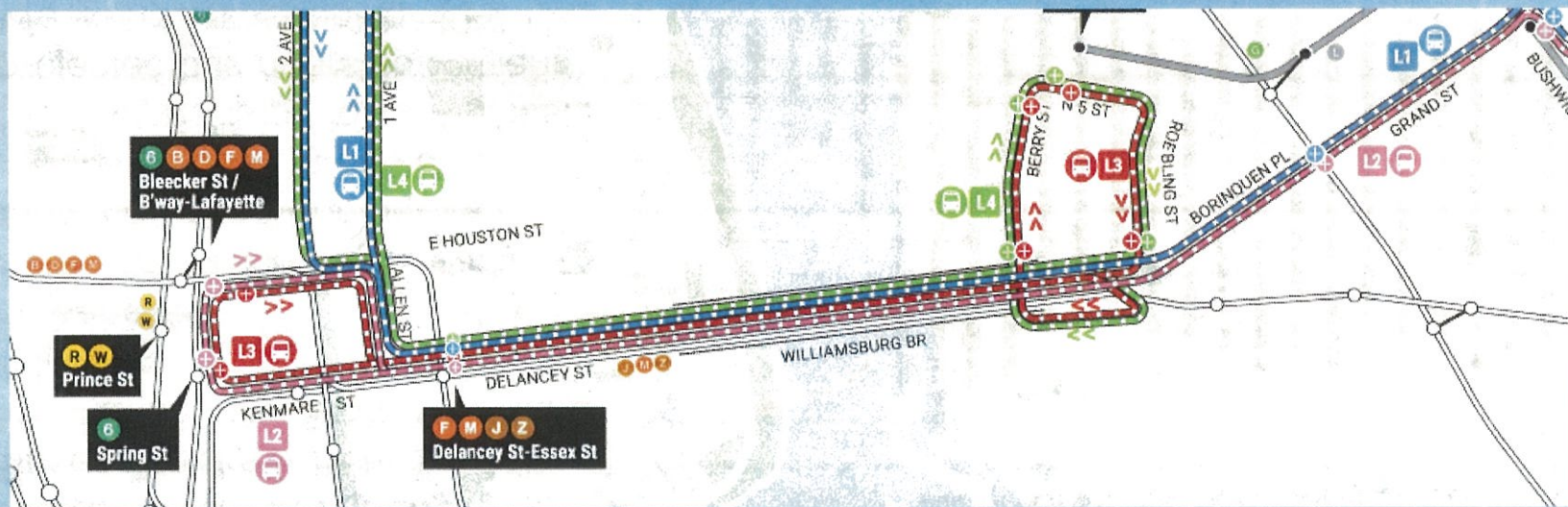
Key benefits

- 5 AM start discourages early morning congestion before regulation goes into effect
- HOV supports period of highest projected bus ridership demand
- Weekend and evening HOV hours support non-commute trips

DOT coordinating with NYPD on enforcement staging, strategy



Additional Bus Lanes for Interborough Routes



Delancey Street

- Westbound bus lane between Clinton Street and Bowery
- Eastbound bus lane between Allen Street and Clinton Street

Allen Street

- Bus lane between Houston Street and Delancey Street in both directions

Kenmare Street

- Westbound bus lane between Bowery and Cleveland Place

Bicycle Network Connections

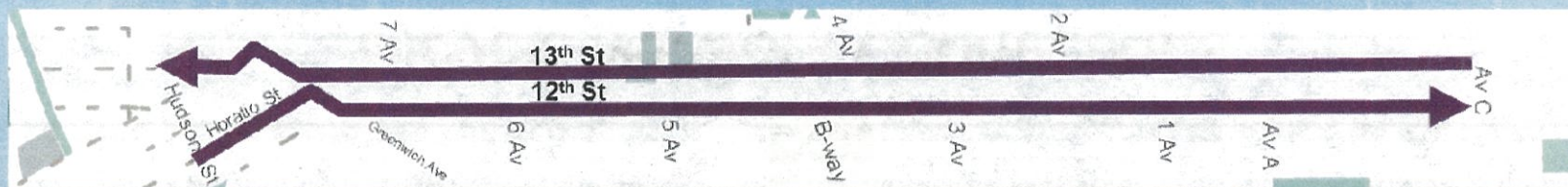


12th and 13th Street Bike Lanes



Route Selection Update: One-way bike lane pair

- Response to public and elected official feedback
- Simplified intersection designs with minimized conflicts in turning movements
- Easier to design for pickup & drop-off at Lenox Health Center, Roberto Clemente Health Center, City & Country School
- Limits conflict with Mt. Sinai development
- Design processes higher bicycle volumes more efficiently



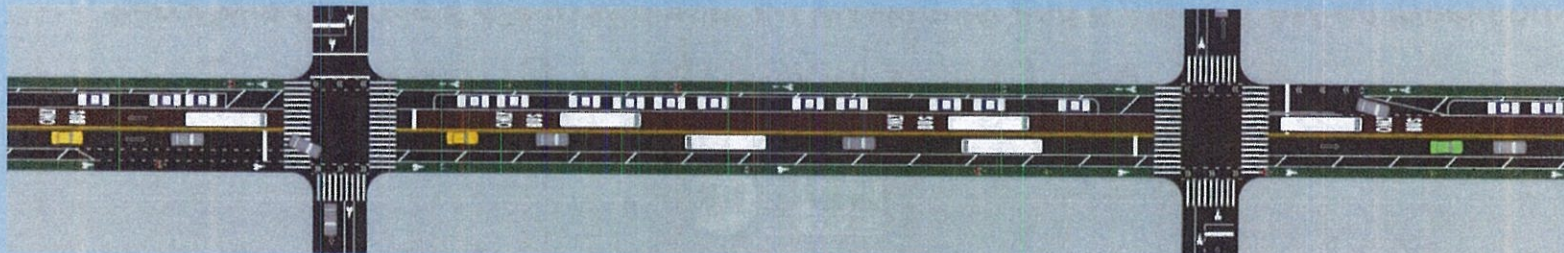
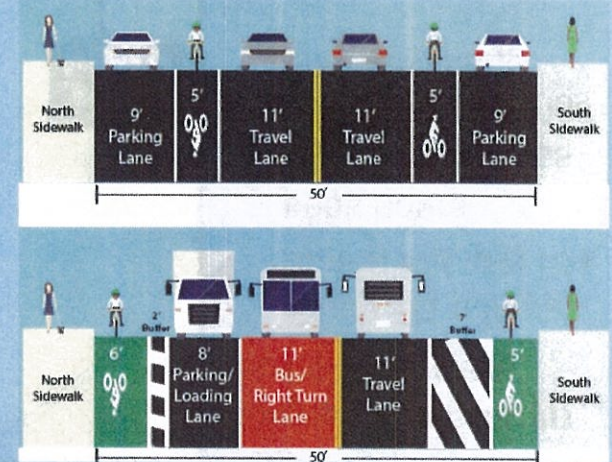
Prioritizing Buses and Bikes on Grand Street, Brooklyn

Bus Priority

- **Westbound bus lane from Bushwick Avenue to Union Avenue**
 - Westbound local access permitted
 - Similar to 14th Street policy
- **Eastbound bus lane from Rodney Street to Keap Street**
 - Eastbound through traffic allowed east of Union Avenue

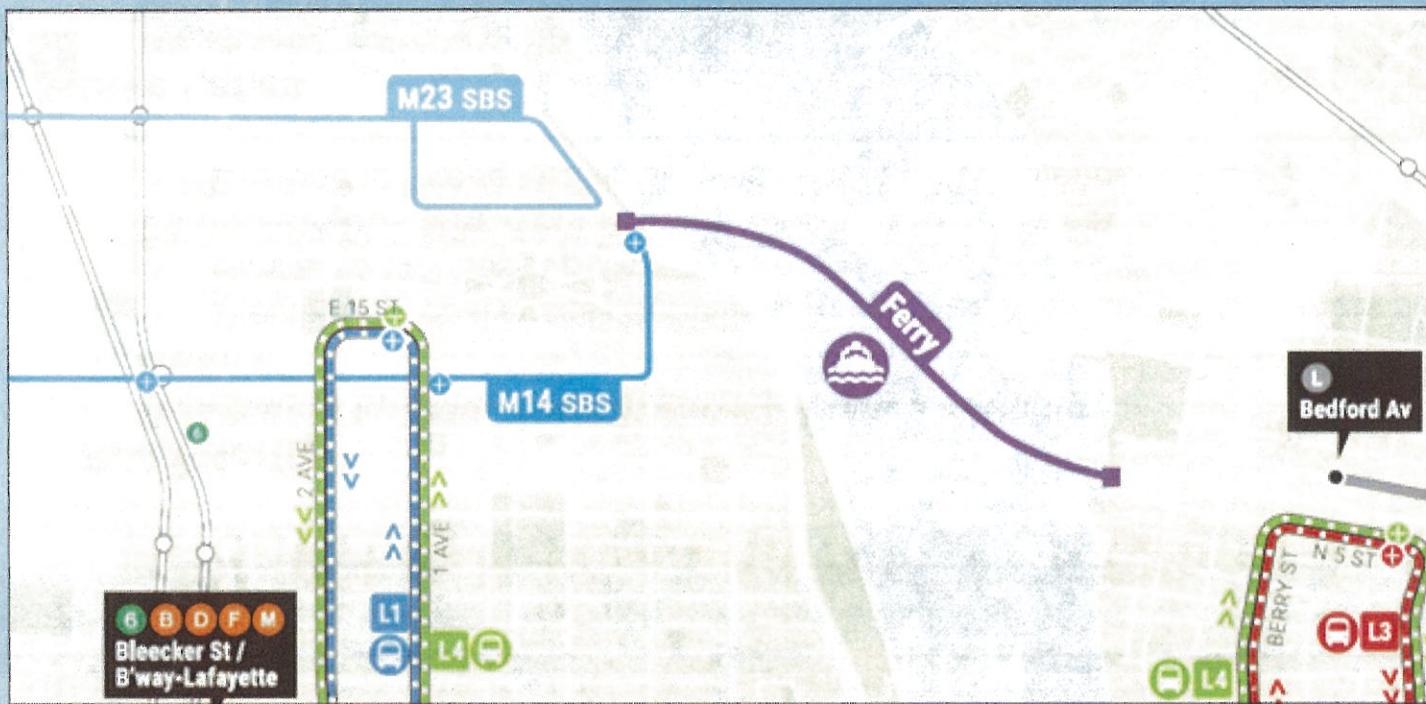
Bike Lanes

- Westbound: parking protected bike lane
- Eastbound: buffer protected bike lane



Initiating Proposed Ferry Service

Ferry Will Operate 6 AM to Midnight on Weekdays, and 6 AM to 2 AM on Weekends



Between Brooklyn and Manhattan:

- Every 7½ minutes during AM and PM peak hours
- Every 10 minutes middays, evenings and weekends



Weekend Preparatory Work on L Line

- Ensure reliable service for L riders during reconstruction
- Ensure project duration stays within 15 months
- No L service between Manhattan and either Myrtle-Wyckoff Aves or Broadway Junction

Summer and Fall 2018

August 11-12

October 6-7

October 13-14

October 20-21

October 27-28

November 10-11

Winter and Spring 2019

February 2-3

February 9-10

February 16-17

February 23-24

March 2-3

March 9-10

March 16-17

April 13-14

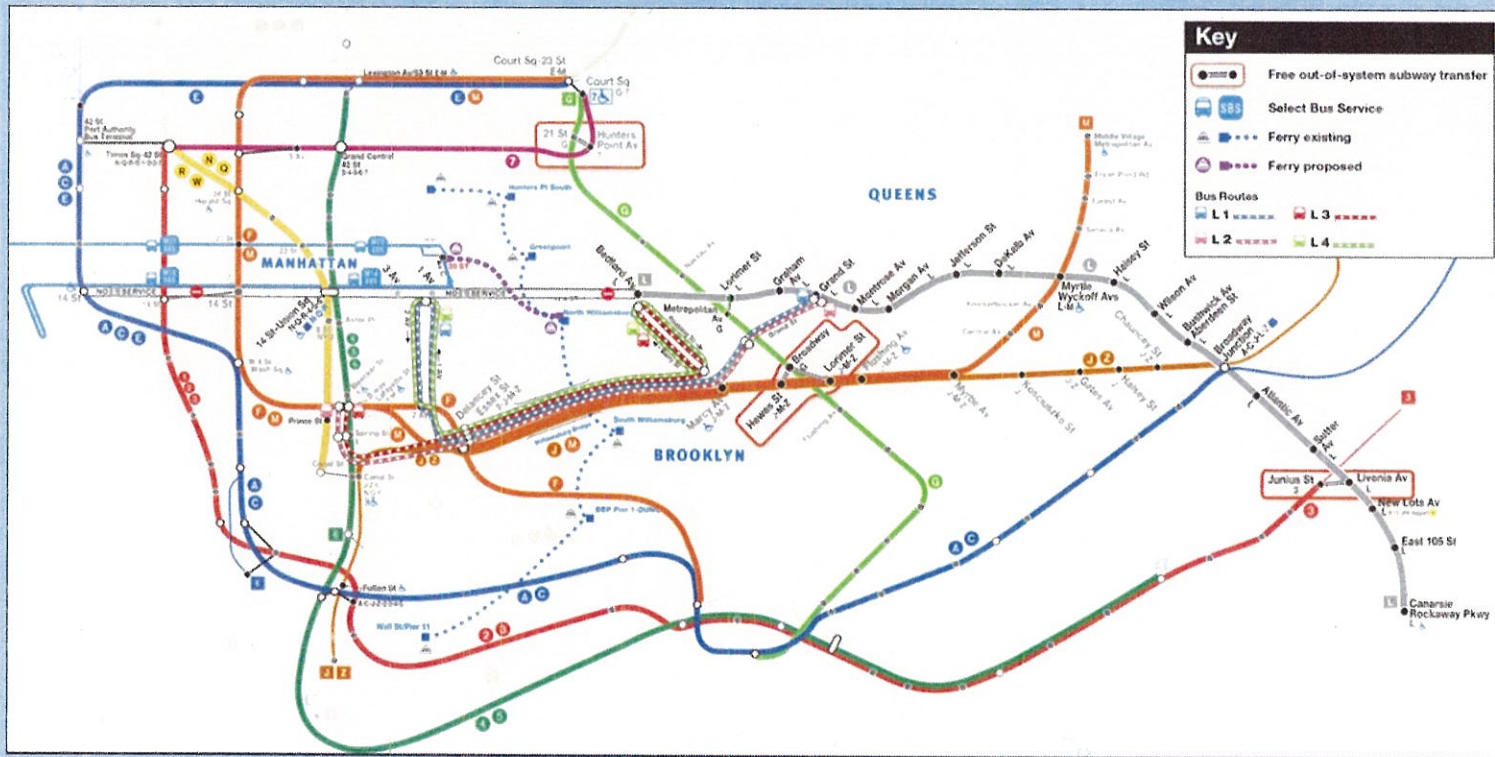


Customer Service and Communications

Remaining Responsive:

- Hundreds of staff will be deployed at subway stations, bus stops and ferry locations to manage crowding to ensure safety
- Actively communicate with customers in real time, in person and through all available channels
- Will make adjustments to the plan in response to feedback

Proposed Alternate Subway, Bus and Ferry Services





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www.manhattanbp.nyc.gov

Gale A. Brewer, Borough President

June 27, 2018

**Gale A. Brewer, Manhattan Borough President
Testimony Before the New York City Council
Committee on Transportation**

My name is Gale A. Brewer and I am the Manhattan Borough President. First, I would like to thank Chair Rodriguez for holding this oversight hearing to discuss the upcoming closure of the L-train. Every day, 275,000 people use the Canarsie tunnel to travel to their jobs, friends, family, medical appointments, and so much else. The upcoming closure of the Canarsie Tunnel will be an immense disruption and will require sacrifice by us all.

This is exactly why we need the strongest possible mitigation efforts to ensure that our streets and our transportation systems still work for New Yorkers during this disruption. I support the DOT's plan to turn 14th Street into a Busway that restricts private vehicle traffic, and am calling for the Busway to be in effect 24/7. I also would like to draw attention to the disproportionately negative effect that instituting a Busway solely during peak hours will have on low-income workers, who are more likely to travel outside of traditional business hours.

Additionally, while I support the DOT's plan to run shuttle buses between Brooklyn and Manhattan, I do worry about the negative effects that running 80 buses an hour over the Williamsburg Bridge, in addition to the 60 buses an hour on 14th Street, will have on our neighborhoods. I also support the DOT's plan to make the Williamsburg Bridge HOV3



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Gale A. Brewer, Borough President

and would like to call for the DOT and the MTA to study the effects of expanding HOV3 restrictions to all of the East River bridges during this time period, an idea supported by a number of community boards in Manhattan who fear excessive traffic at the other crossings.

While much of the focus thus far has been put on the 275,000 displaced commuters, it is also important to remember the nearly 150,000 residents who live along or near the 14th Street corridor as well. It is crucial then to make sure that we allow some exceptions to the Busway for local deliveries, drop-offs and pick-ups, and other uses that will enable local residents to retain access to their homes and preserve their quality of life. There should also be a focus on expanding commercial loading and pick-up and drop-off zones along the avenues close to 14th to allow travelers and deliveries who can use the avenues to do so.

While of course exceptions to the Busway must be limited to guarantee the Busway's effectiveness, it is important to remember that we are balancing the concerns of both commuters and residents.

Thank you to Council Member Espinal for his efforts to push the MTA to use all-electric buses on the affected routes. Not only is it imperative that commuters are still able to travel during the shutdown, it is also important to protect the air-quality of our neighborhoods. Specifically, I would like to call for air-quality monitoring in the effected neighborhoods on a monthly basis, at the minimum.

Additionally, I stand in support of the DOT's plans to institute protected bike lanes on 12th and 13th Streets. Every year biking becomes a more



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Gale A. Brewer, Borough President

ingrained part of transit life in New York City and additional protected bikes lanes are needed to keep up with the demand and ensure safety. Crosstown protected bike lanes in this neighborhood will bring a 20% reduction in overall traffic injuries to the streets on which they are installed, as the DOT's own analysis has found.

However, I would like to highlight the amount of frustration we have seen with the DOT and the MTA's lack of communication and transparency to date. It is unacceptable that now, 10-months away from the L-train shutdown, we don't have a final mitigation plan. I thank Speaker Johnson and Council Members Levin and Rodriguez for their two bills up for discussion today which will increase transparency and address the serious shortcomings of the process thus far. I hope that as we move forward in this process, we remember to not only listen to concerns of both commuters and residents but to work to amplify their voices as well.

Beginning in May, my office convened an L-Train Taskforce comprised of Community Boards 2, 3, 4, 5, and 6 in Manhattan as well as local elected officials. Our aim is to have Boards talk to each other to ensure that their recommendations are inclusive of all voices in the community including their neighboring districts. Over the summer, the taskforce will have presentations by impacted stakeholders such as area block associations and coalitions. We expect to submit a summary of our work to DOT and MTA in the fall when they are finalizing plans. We have also organized a real-time bus tour with local Manhattan officials and



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Gale A. Brewer, Borough President

Community Board members to examine the routes and get a foretaste of what commuters will experience.

It is certainly clear that many of the recommended and planned changes will require a lot of getting used to. I strongly support instituting these plans earlier than the actual shutdown date not only to allow commuters and residents to acclimate but also to allow us the opportunity to study their effects and make changes where needed. To this end, I recommend that bi-weekly meetings take place amongst the relevant city and state agencies to monitor the mitigation effects as the shutdown unfolds so that changes can be made where applicable.

This shutdown will bring a lot of temporary pain. The L-train moves a population the size of Orlando each day. However, if we work together to prioritize the quick and efficient movement of people we can minimize the disruption while protecting our neighborhoods from undue traffic congestion, noise, and air pollution.

Thank you again for holding this hearing. I look forward to working with all stakeholders to ensure the L-train's closure unfolds as smoothly as possible.



HARVEY EPSTEIN
Assemblymember 74th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

**Testimony to the City Council Committee on Transportation on Evaluating the Latest
Mitigation Plans for the 2019 L Train Tunnel Closure
Office of Assemblymember Harvey Epstein
6/27/2018**

Good afternoon, my name is Assemblymember Harvey Epstein and I represent the 74th District which includes the neighborhoods of Manhattan's East Side: the Lower East Side, East Village, Stuyvesant Town/Peter Cooper Village, Murray Hill, Tudor City and the United Nations.

Thank you to Chair Rodriguez and the members of the committee for continuing the dialogue around this issue. As we've heard before, if the L train were a stand-alone transit system it would be the 10th largest in the world; to shut it down for 15 months presents an incredible logistical challenge but also an unmissable opportunity to make critical improvements to station accessibility.

Disability advocates won a recent victory when the MTA announced that it will install accessible elevators at the L subway station at Sixth Avenue and West 14th St. This is a welcome first step but we can't stop there. Right now, there is not one single accessible subway station within my district. The situation across the subway system as a whole is not much better, with 80% of stations currently inaccessible to wheelchair users, the elderly, and people traveling with strollers. For an estimated 500,000 disabled New Yorkers, the status quo is totally unacceptable. I urge the MTA to seize the opportunity presented by the shutdown to work towards its worthy goal of increasing accessibility across the system by installing an elevator at the L stop on Third Avenue and 14th St.

If the MTA is going to make good on its promise to accelerate accessibility and create 50-plus new accessible stations within 5 years, this would be good time start. It can take upwards of a year to install an ADA-compliant elevator at a station. The good news is, with a 15-month shutdown, we will have the time. I look forward to the continuation of a robust community engagement process and the speedy implementation of a final plan that takes New Yorkers' suggestions and concerns to heart. We want this plan to serve commuters well, respect residents in the affected neighborhoods, and ensure that when the system reopens, disabled New Yorkers can ride with ease.



14th Street Coalition

June 27th 2018

**14th Street Coalition Recommendations to MTA/DOT Mitigation Plans:
Presentation to City Council Committee on Transportation Oversight Hearing- Evaluating the
Latest Mitigation Plans for the 2019 L Train Tunnel Closure.**

14th Street Coalition Steering Committee Members:

Julianne Bond (co-chair), Judy Pesin (co-chair), Paul Mulhauser, William Borock, David R. Marcus, Benita Berkowitz, Elissa Stein, Michael Hartigan, Gary Tomei.

Introduction: My name is Julianne Bond and I am co-chair of the 14th Street Coalition.

Our thanks to City Council Speaker Corey Johnson and Transportation Committee Chair Ydanis Rodriguez for the opportunity to present community concerns and our recommendations to the MTA/DOT Mitigation Plans for the L train shutdown to repair the Canarsie Tunnel

The 14th Street Coalition is a diverse community of individuals and business owners who live, work, go to school, and commute all over downtown Manhattan. We are so named because 14th Street is home to the L train in Manhattan and will be ground zero during the L train shutdown for repairs to the Canarsie Tunnel.

We understand and agree that the L train tunnel needs to be repaired but at the same time are quite clear that the impact of the DOT and MTA's proposed mitigation plans during this project will be felt well beyond 14th Street, adversely affecting stakeholders in *all parts* of downtown Manhattan and in Brooklyn. This is one of the reasons that we ask for an EIS to better understand the entire impact on all of the affected neighborhoods.

We have come together to ask our elected officials and the MTA and the DOT to come up with a mitigation plan that provides for *temporary* changes to accommodate the L train tunnel repair project, a plan that strikes a more cohesive balance between the potential needs of displaced commuters relative to the inherent needs of local businesses and residential communities within the 14th Street corridor and surrounding neighborhoods that will be affected 24 hours a day, 7 days a week by *any* plan

As you know, affected communities and local stakeholders continue to be frustrated by the DOT/MTA's lack of responsiveness to our legitimate concerns. Steering Committee members, Bill Borock, Chelsea resident, Chair of the Council of Chelsea Block Associations and affiliated with many neighborhood associations, and, David Marcus, Village resident on the Executive Board of the West 13th Street 100 Block Association and his Co-op Board, will now address these concerns, some of which you are likely to be aware of already.

Bill Borock and David Marcus presentation of community concerns.

Out of these legitimate community concerns the Coalition has come up with some alternative recommendations to the DOT/MTA's proposed mitigation plans.

We have already presented our recommendations to Congresswoman Carolyn Maloney and to members of the community at our Community Information Forum last week and we will be presenting them on June 27th at the City Council Oversight Hearing.

We look forward to sharing them with you now.

I would like to turn this over to Paul Mulhauser, 14th Street resident, coop board director, and owner of a product design & development company, who will present our alternative recommendations to the MTA/DOT's mitigation plans.

After Paul's presentation, we will give a brief summation and then we will be happy to answer any questions you might have.

Paul Mulhauser presentation of 14th Street Coalition recommendations to MTA/DOT mitigation plans and summary.

Q & A



14th Street Coalition

COMMUNITY CONCERNS

We recognize the need to close the Canarsie Tunnel for repairs and the impact it will have on commuters but we are working towards a solution that while mindful of commuter needs, addresses the needs and concerns of the local residents, businesses and neighborhoods that will be affected 24/7 by any plan.

I. INCREASED ENVIRONMENTAL AND HEALTH ISSUES

- Increased number of buses to 1 per minute on 14th Street. Delays in loading and unloading increases time with engines idling.
- Proposal is for mostly diesel buses that are environmentally unfriendly.
- DOT predicts a 50% increase in vehicular traffic volume diverted from 14th Street but does not disclose the impact of the increased traffic on the already congested side streets and the resulting noise and air pollution that will affect our neighborhoods, homes and businesses.
- According to NYC Health and Environmental data, our neighborhoods are already overburdened by outdoor air pollutants, which may lead to a significant number of respiratory and other health conditions.
- The four lanes and wide sidewalks of 14th Street provide space for exhaust fumes to dissipate; unlike our narrow streets where trapped exhaust from idling vehicles will severely impact the air quality.

II. RESTRICTED ACCESS FOR 14th STREET RESIDENTS TO THEIR HOMES DUE TO VEHICLE BAN

- The vague eleventh hour plan to allow for pick up and drop off of local residents and visitors is without any detail and falls short of the concerns.
- And the eleventh hour determination, buried in recently filed amended court documents, that the busway will be operational from 5 AM to 10PM seven days a week as opposed to “peak hours” continues the pattern of DOT’s false claims that they have collaborated with the community when in fact they refused to meet with us.

- Providing for East River commuters should not include allowing them to have sway over 14th Street traffic patterns and their affect on surrounding neighborhoods and communities.
- Denied access for residents of University Place between 13th Street and 14th Street from their front doors except on foot.
- Elderly, injured/disabled people, people with packages or young children will need to walk to an avenue to reach a vehicle or to return to their buildings.
- Neither the DOT nor NYPD can provide information on any other NYC mixed use residential street on which traffic is banned and right of access is denied.
- Access to/from Medical facilities:
 - **Mt Sinai** facility East of Union Sq. will only have ambulance access from 4th Ave but ambulances coming from East or West side may not be able to gain access.
 - Same issue with **NY Eye and Ear Hospital** on Second Ave.
 - Walk in access to numerous urgent care clinics along 14th Street will be limited.
 - Urgent Care clinics will not have access to ambulance transfer to hospitals.
- Issues of daily life
 - Where will garbage be put for pickup?
 - How will people get furniture/package/food deliveries or move in/out?
- Obstructed customer and delivery access to businesses.
- At least three garages will not be able to operate without specific rules to allow cars on 14th Street to enter or exit them.

III. DAMAGE TO OUR FRAGILE AND HISTORIC INFRASTRUCTURE

- 14th Street was rebuilt in 1990 with the express purpose of handling heavier and more frequent traffic. The side streets cannot accommodate that load.
- The use of surrounding residential streets by a substantial numbers of heavier vehicles will subject underground aging utilities (water mains, asbestos pipes, steam pipes, etc.) and the foundations of historic buildings to unacceptable structural risks.

- There is a long history of damage to this infrastructure when past work was performed on these streets.
- The MTA Big Dig for subway exhaust ventilation on 13th Street and Sixth Avenue lasted years beyond its scheduled end and wreaked havoc on the street.

IV. IRRELEVANT AND UNRELATED "ADD ONS" SUCH AS 12th/13th STREET BIKEWAY

- Another Eleventh hour change, buried in court filings, is the apparent abandonment of the two way bike lane on 13th Street for single bike lanes on 12th and 13th Streets.
- The change falsely represents it was the choice of the community in order to protect their parking spaces when we have actually asked DOT to restrict parking in the past.
- The already congested side streets are far too narrow for dedicated protected bike lanes; particularly in a period of projected increases in vehicular traffic.
- DOT's estimated 50%+ increase in vehicular volume on the narrow, residential streets makes it impossible to accommodate their estimated 2,000-5,000 daily bicyclists.
- Congestion will create major response time delays and hamper access for ambulances, fire trucks, police vehicles, sanitation trucks, delivery trucks, etc. and will create unsafe conditions for pedestrians and cyclists alike.

V. ENFORCEMENT AND SAFETY ISSUES: INCREASED TRAFFIC CONGESTION, TRUCKS, FHVS, AND BIKES

- 14th Street is a designated Truck Route and to ban them would cause overflow truck traffic onto side streets.
- Current rules ban trucks from side streets unless it is the final destination.
- How will side street restrictions be enforced when trucks are diverted from 14th Street (a designated DOT truck route)?
- According to a local business owner, tickets are not a deterrent-just another cost of doing business.
- What and when are the restrictions for vehicles and residential parking on 14th Street?
- Heavy dependence upon NYPD but according to our local officers other more serious incidents will always take priority. What additional resources will be deployed?
- Enforcement of traffic safety rule on bicyclists is and will continue to be a problem.

VI. UNCOORDINATED CONSTRUCTION PROJECTS

- Existing projects on 14th Street. (i.e. East & West corners of 6th Ave) as well as on neighboring streets already block traffic lanes.
- The city maintains developers will have “as of right” access to obstruct sidewalks and traffic lanes for construction, sheds and storage of equipment and supplies.

VII. LACK OF TRANSPARENCY

- Complete lack of transparency as to which changes will be permanent and which only temporary.
- Proposed infrastructure changes are of a permanent nature, yet DOT/MTA states that the changes are only to accommodate the L train shut down.
- Recent plan modifications were buried in amended court documents without communicating them to the public.
- Our list of ten questions submitted to DOT in April has been ignored and unanswered; a far cry from claims of collaboration with the community.

VIII. ENVIRONMENTAL IMPACT STUDY (EIS)

The Federal government has provided **\$700M** to fund this project. We ask that the Federal government require that an Environmental Impact Study be done to better understand the entirety of the impact of the MTA and DOT proposed mitigations plans.



14th Street Coalition

The 14th Street Coalition is a diverse group of people who live, work, go to school, and commute all over downtown Manhattan.

We have come together to ask our elected officials, the MTA and the DOT to resolve a mitigation plan for temporary changes to accommodate the L train tunnel repair project - that strikes a more cohesive balance between meeting the potential needs of displaced commuters, relative to the inherent needs of local businesses and residential communities within the 14th Street corridor and the surrounding neighborhoods who will be affected 24 hours a day, 7 days a week by any plan.

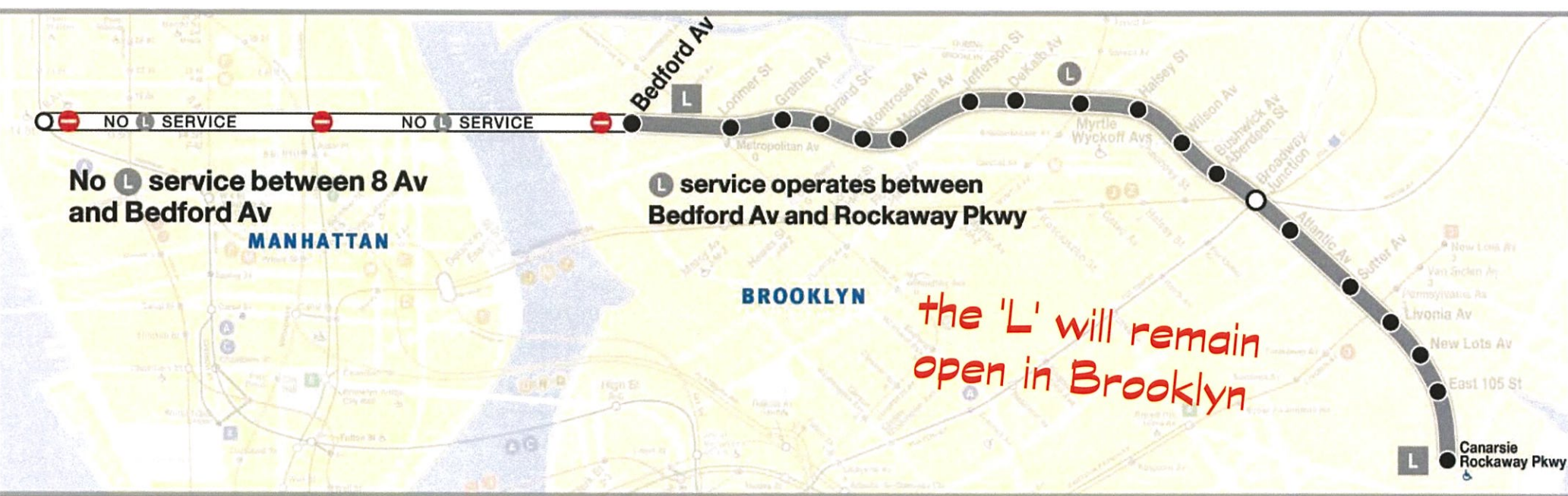


14th Street Coalition

The following initial slides,
extracted from recent 2018 DOT & MTA presentations,
have been selected to better understand how many
commuters are anticipated to utilize the 14th Street SBS
bus service during the L Train closure.

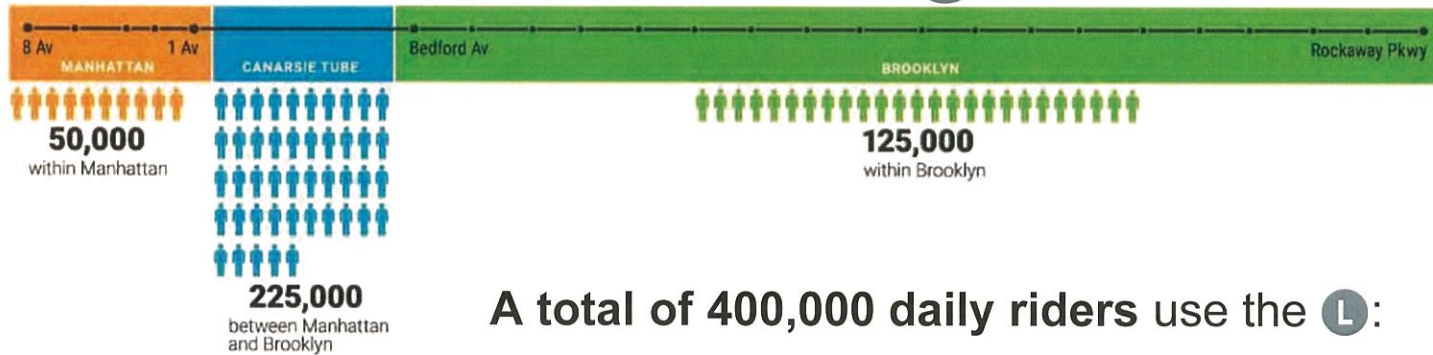


L SERVICE PLAN





CHALLENGE OF SERVING L CUSTOMERS



A total of 400,000 daily riders use the L:

- 225,000 use the Canarsie Tube under East River
 - Nearly as many inbound passengers during the AM peak hour as in private vehicles on all six East River bridges and tunnels combined
- 50,000 travel solely in Manhattan
 - Greater than busiest NYC Bus route (Bx12 - 48,000 riders/day)
 - 66% greater than current M14 ridership (30,000 riders/day)
- 125,000 travel solely in Brooklyn

Brooklyn commuters

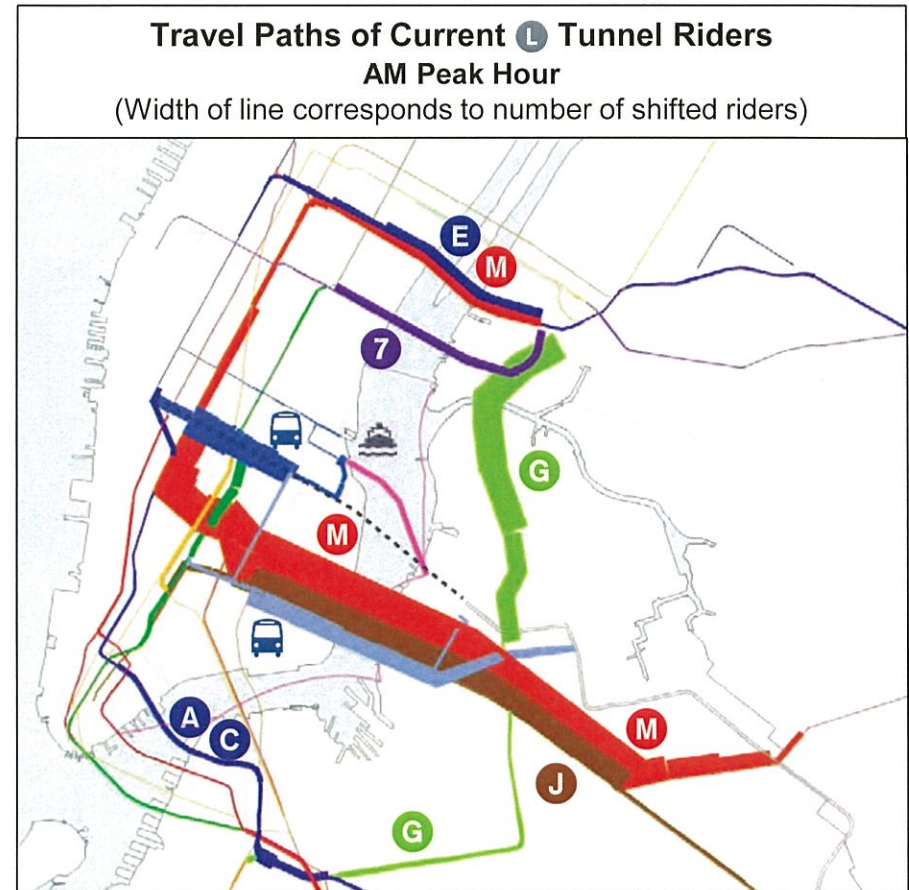
stay within Manhattan

stay within Brooklyn



DRAFT CONCEPT PLAN: ANTICIPATED RIDERSHIP BY MODE

- **75-85%** to other subway lines
 - Target share is 75% to keep subway crowding to manageable levels
 - Need attractive bus mode to reduce subway share
- **5-15%** to shuttle buses (12,000-36,000 riders per day)
 - 15% bus share only achievable with aggressive transit priority
- **3-5%** to ferry
 - Ferry capacity limited to 5% of **L** market
- **5-7%** to bikes, taxis, other (e.g., cars, Uber, etc.)

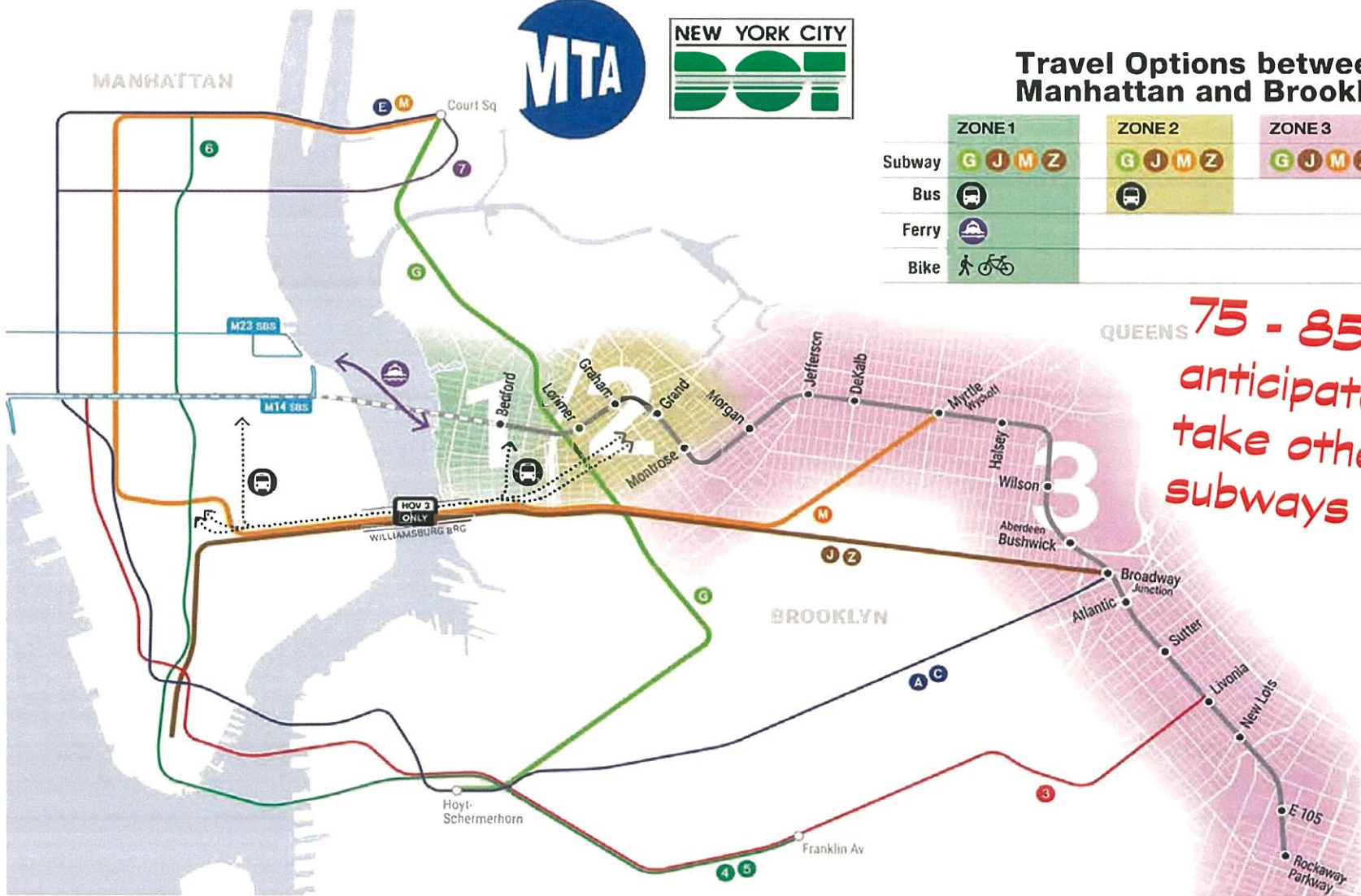


MANHATTAN



Travel Options between Manhattan and Brooklyn

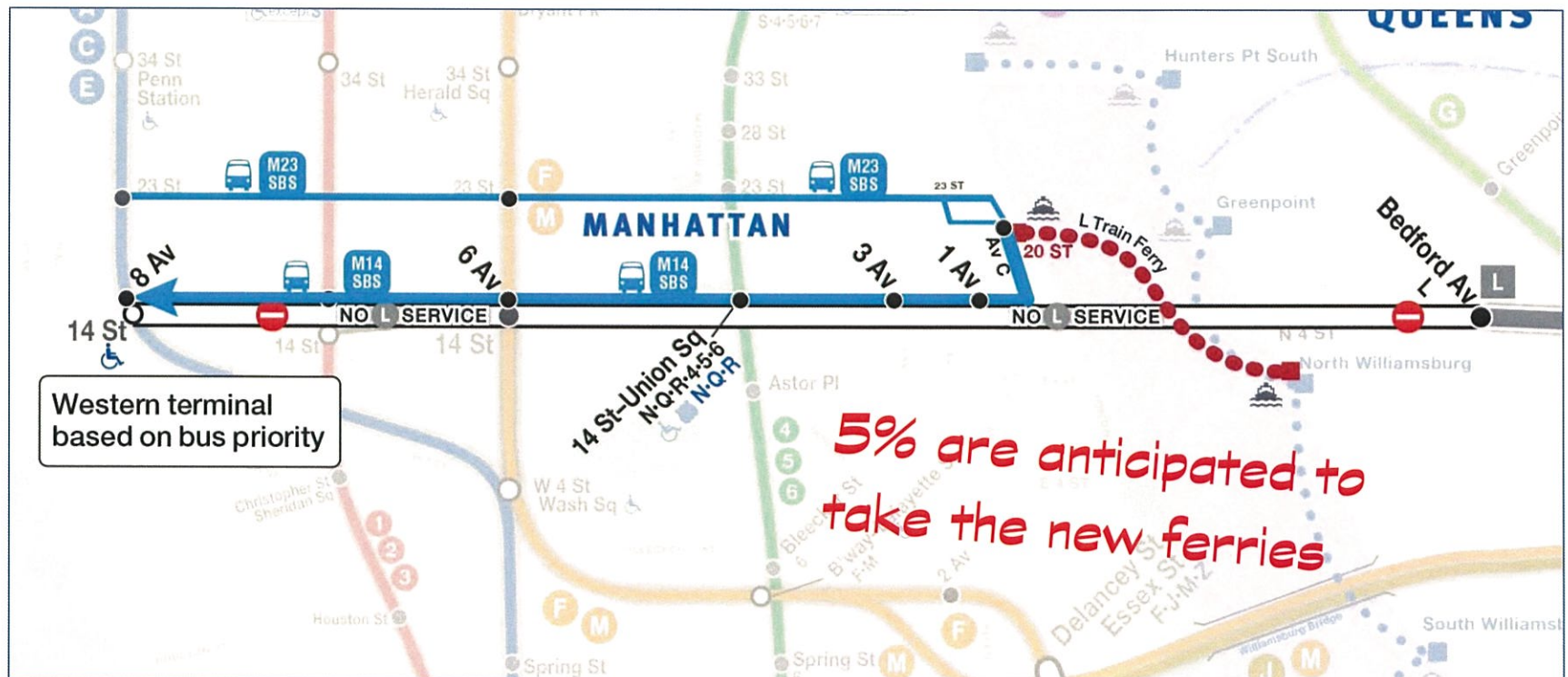
	ZONE 1	ZONE 2	ZONE 3
Subway	G J M Z	G J M Z	G J M Z A C 3
Bus			
Ferry			
Bike			



75 - 85% are anticipated to take other subways



DRAFT CONCEPT PLAN: 14TH STREET SBS BUS ROUTING



5 - 15% are anticipated
to take a shuttle bus
into Manhattan.

33,750 per day
(15% of 225,000)

DRAFT CONCEPT PLAN: INTER-BOROUGH BUS ROUTING

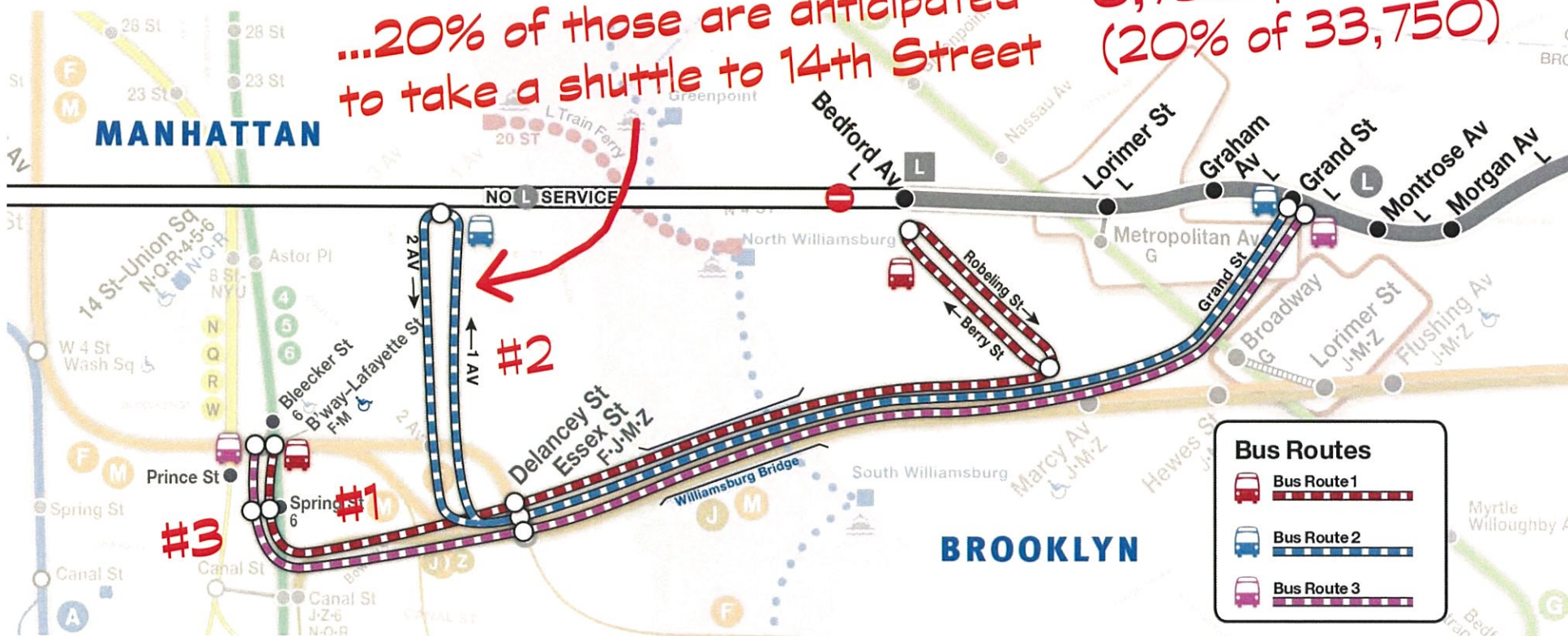


5 - 15% are anticipated to take a shuttle bus into Manhattan.

33,750 per day (15% of 225,000)

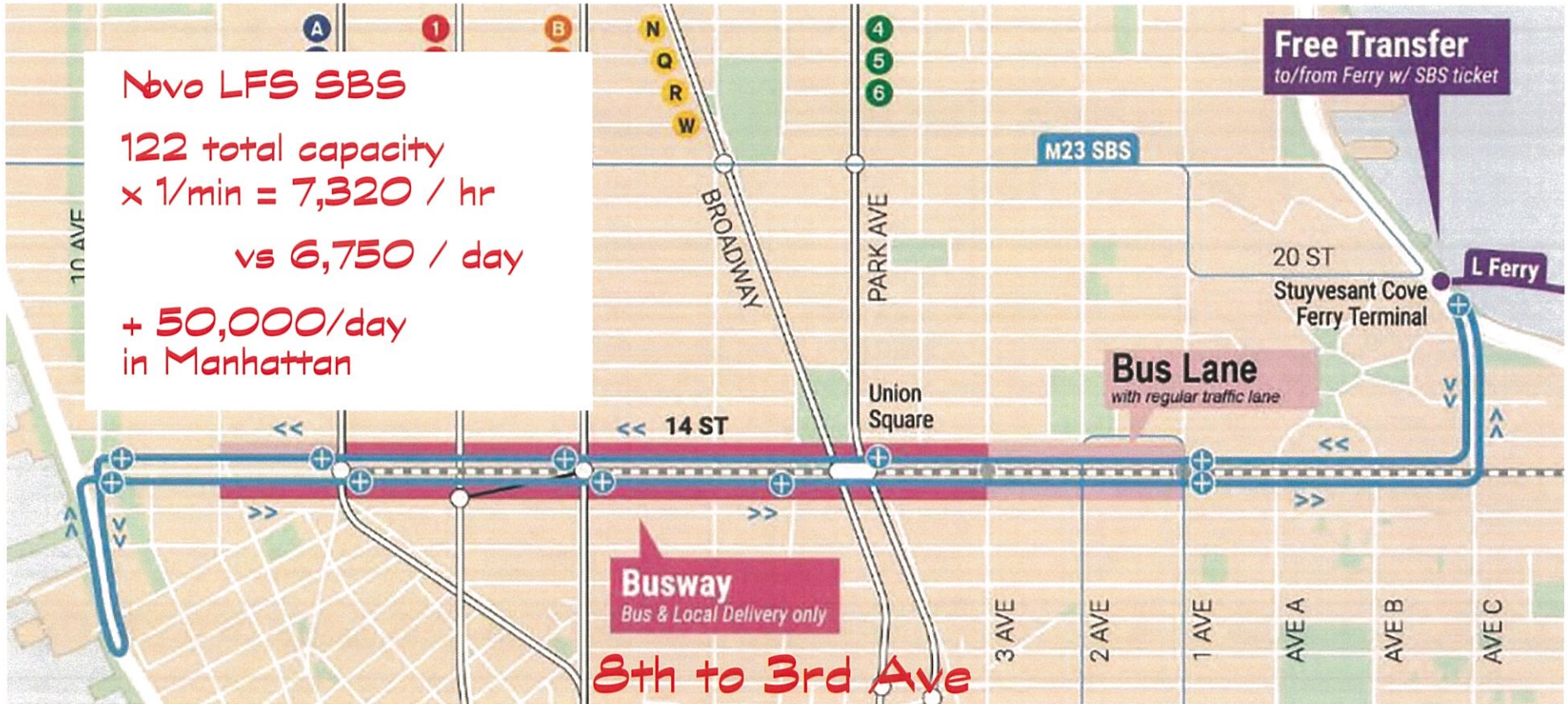
...20% of those are anticipated to take a shuttle to 14th Street

6,750 per day (20% of 33,750)



M14 SBS

SBS overlaid on top of M14A & M14D



M14 SBS express stops at subway intersections (1 bus/min peak hrs)

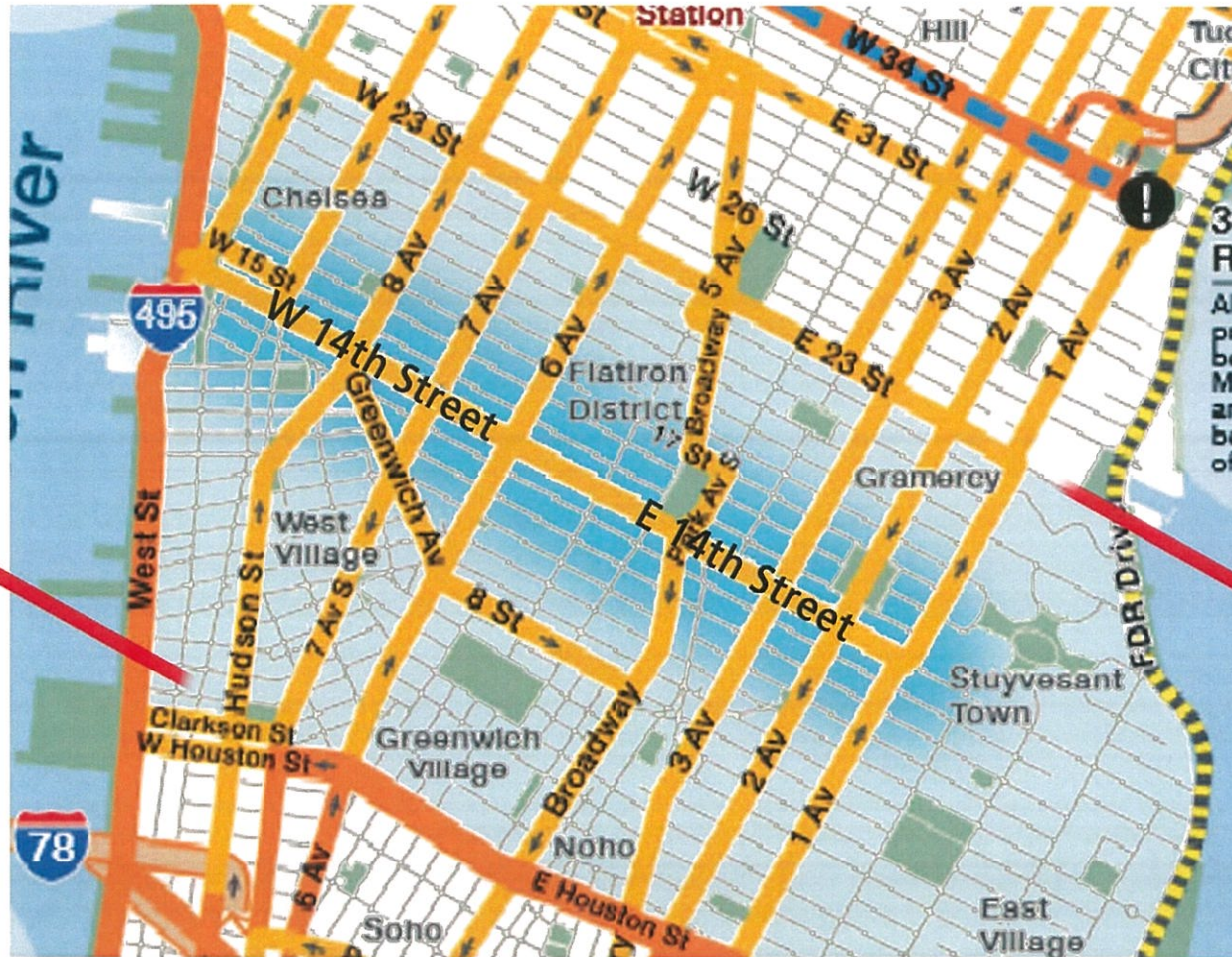


14th Street Coalition

The 14th Street Coalition has prepared the following presentation to call attention to community concerns regarding the 14th Street 'busway' as currently proposed.

We follow a constructive critique with recommendations for plan modifications desired to optimize opportunities for successful implementation for the mutual benefit of commuters and community alike.

14th Street is the ONLY crosstown Truck Route between 23rd to Houston



nyc.gov.trucks

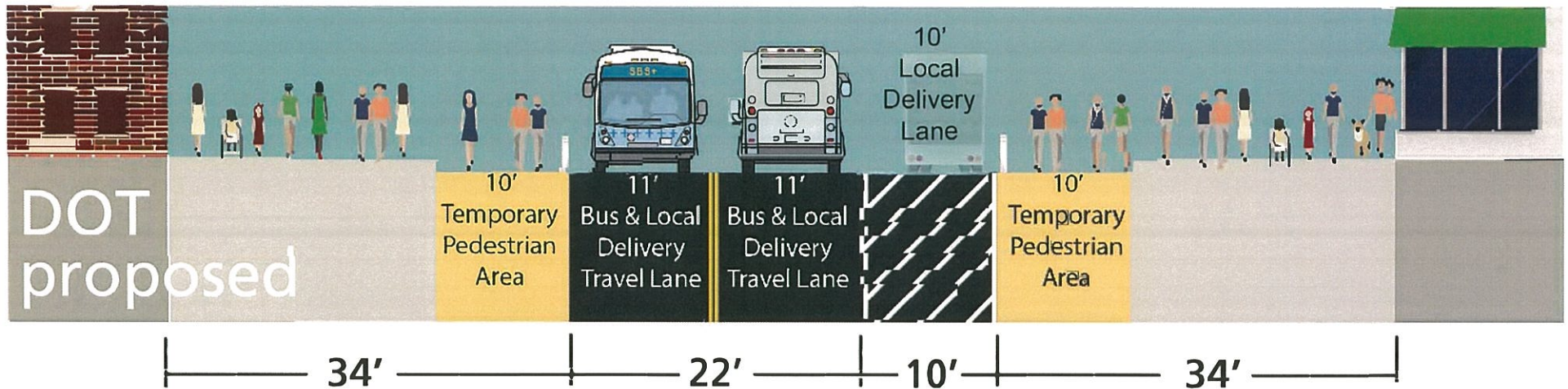
- Keeping transportation open throughout the 14th Street corridor is essential to businesses and residents within surrounding communities.

DOT's proposes to encourage pedestrians to walk on the street alongside a 2 lane "BusWay"



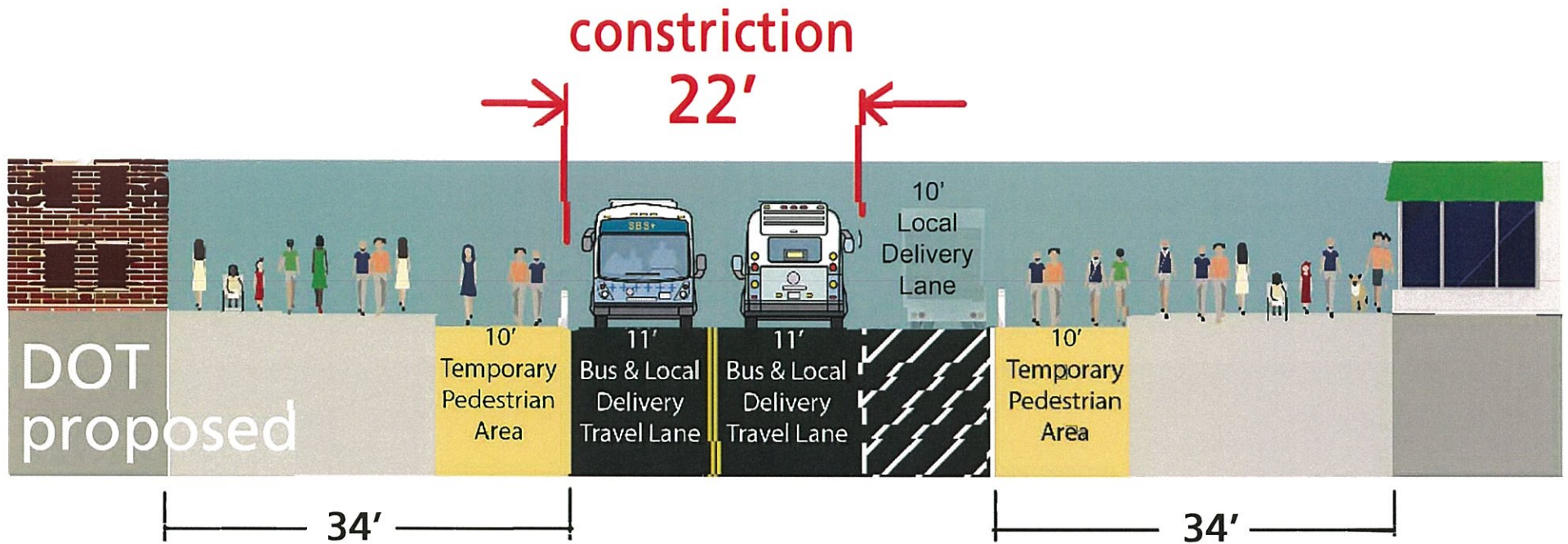
- Putting people on the street alongside buses and trucks is dangerous
- Increasing total pedestrian space from 48' to 68' is excessive

The MTA & DOT have declared that their 'busway' must be
"flexible" & "dynamic"
so as to be easily and expediently scaled up or down if needed



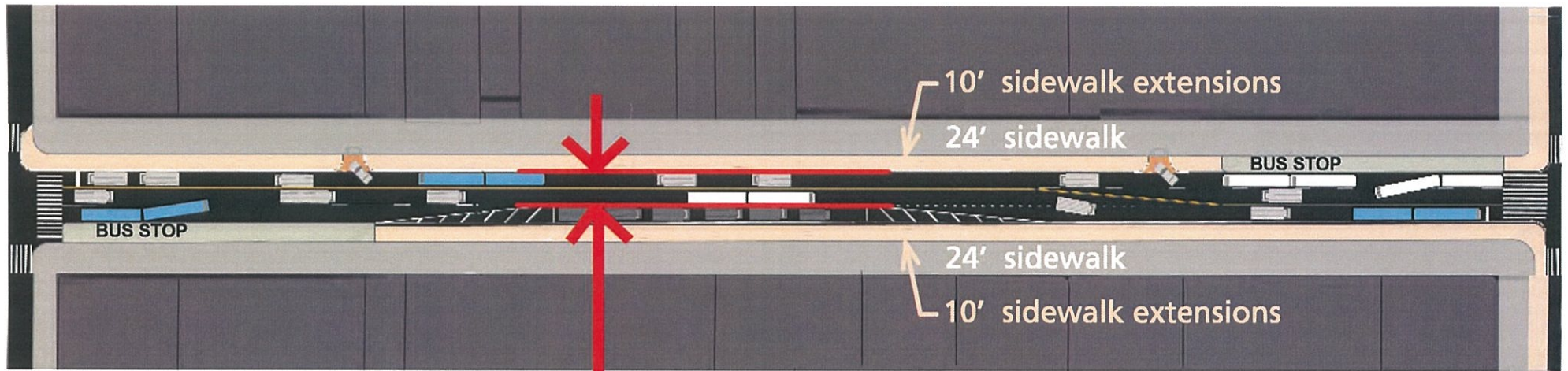
However:

- Only the frequency of buses is flexible
- This 2 lane busway layout is **NOT flexible** or **dynamically changeable**
- It takes days - not hours - to grind off paint, re-layout and repaint lanes



- The 2 lane constrictions on each block are bottlenecks
- Constrictions will choke bus flow

The DOT & MTA currently plans to have a
a constricted 22' busway running through the center of of
an expansive 68' wide pedestrian plaza



**2 lane constriction
through center
of each block**

**34' total pedestrian plaza per side
x 2 (both sides)**

**68' total planned pedestrian plaza
(wider than the current 52' wide street!)**

- The 2 lane constrictions on each block are bottlenecks
- Constrictions will choke bus flow

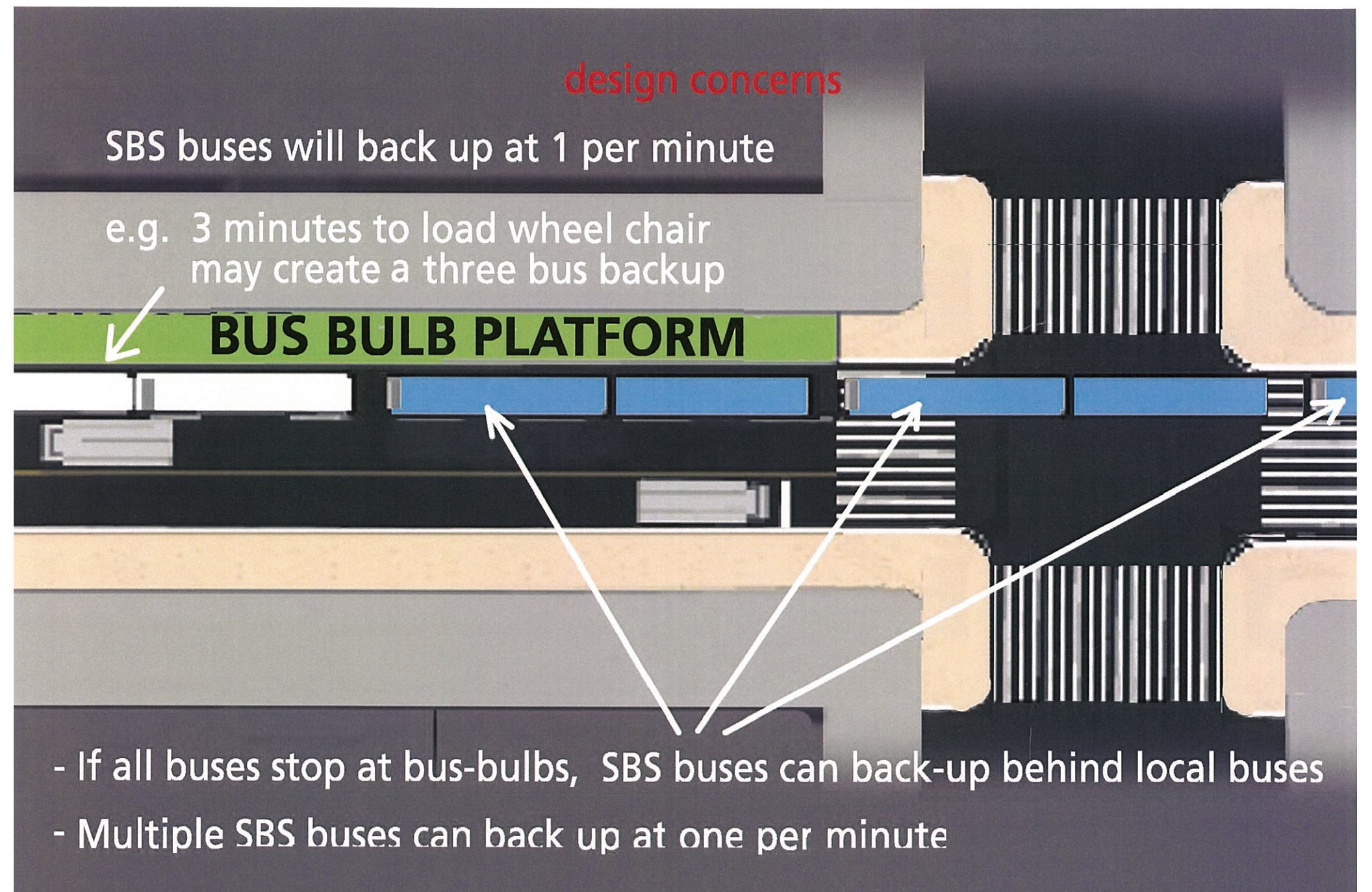
design concerns

SBS buses will back up at 1 per minute

e.g. 3 minutes to load wheel chair
may create a three bus backup

BUS BULB PLATFORM

- If all buses stop at bus-bulbs, SBS buses can back-up behind local buses
- Multiple SBS buses can back up at one per minute



design concerns

24' sidewalk

10' painted

sanitation truck pickups



2 lane constriction

10' painted

24' sidewalk

- Delivery truck parking access is directly into the two lane constriction
- Delivery truck parking is needed on both sides of 14th Street

Therefore, we urge a resolution to reclaim rather than extend sidewalks



- Sidewalks should be fully accessible during mitigation by temporary relocation of sidewalk vendors (rather than extending sidewalks 10')

Therefore, we urge a resolution to reclaim rather than extend sidewalks



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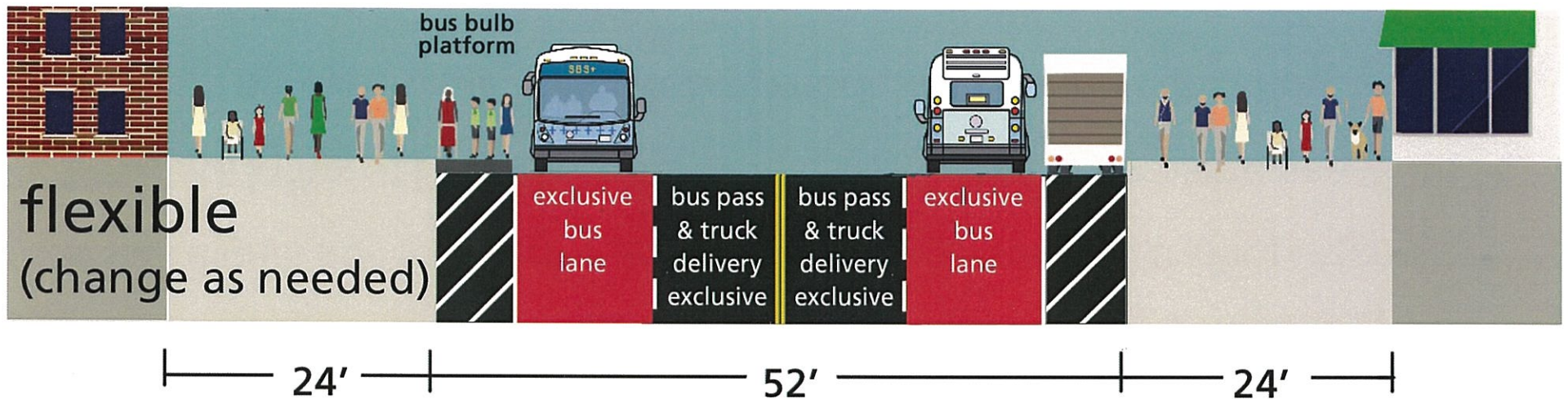
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Therefore, we urge a resolution to reclaim rather than extend sidewalks



- Sidewalks should be fully accessible during mitigation by temporary relocation of sidewalk vendors (rather than extending sidewalks 10')

Therefore, we urge DOT/MTA to use 4 vehicular lanes (versus 2)



Use of 4 lanes will enable:

1. Flexibility to make expedient changes throughout day (i.e. with signs/cones)
2. SBS buses to easily flow past local buses & other vehicles
3. Maximum access for emergency vehicles (not on pedestrian plaza!)
4. Ability to perform early test runs without eliminating lanes
5. Access for local residents
6. Curbside space for deliveries on both sides, SBS bus-bulbs, crosswalk spaces, and use of existing on sidewalk local bus stops (to ease SBS passing)



14th Street Coalition

Summation

Temporary Solutions to Temporary Problems

- I Retain **FOUR** vehicular lanes on 14th Street for maximum **dynamic flexibility**
- II Relocate vendors during mitigation rather than extend sidewalks
- III Replace curbside parking with SBS platforms, local bus stops & delivery space
- IV Ensure bike and vehicle control enforcement 24 / 7
- V Install digital signage alert in advance of 14th St changed traffic patterns
- VI Regulate influx of FHV's & control where FHV's pick-up/discharge near 14th St
- VII Suspend permits for all sidewalk & street closures during mitigation
- VIII local communities to determine which, if any, changes may be left permanent



14th Street Coalition

Thank you



NYCTRC
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RIDERS COUNCIL

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DEBORAH MORRISON ADMINISTRATIVE ASSISTANT

**Statement of the New York City Transit Riders Council Before the
New York City Council Transportation Committee Oversight Hearing
on Evaluating the Latest Mitigation Plans for the 2019 L Train Tunnel Closure.**

Benjamin N. Cardozo School of Law Brookdale Center *For the Record*
55 Fifth Avenue New York, NY 10003

Wednesday, June 27, 2018

Good afternoon, my name is William Henderson. I am the Executive Director of the Permanent Citizens Advisory Committee to the MTA (PCAC), which is an umbrella organization established by the New York State Legislature to coordinate the activities of three legislatively-mandated Councils that represent the interests of riders of the Metro-North Railroad, Long Island Rail Road and New York City Transit system. I am speaking today on behalf of the New York City Transit Riders Council.

We appreciate the opportunity to discuss the current state of mitigation plans for the L line closure beginning in April 2019. While a number of steps, such as shortening construction duration to 15 months and preparing other subway facilities for increased traffic, have been taken to reduce the impacts of the L line closure, this process is going to be extremely challenging for riders. Unlike the R train, which was broken into two segments for tunnel repairs in 2013 and 2014, there are no subway lines that can by themselves closely substitute for the service that the L train provides between Williamsburg and the West Side of Manhattan. Keeping New York City moving during the L line shutdown requires that the majority of riders who are displaced will move to other subway lines, but there are firm limits established by where other trains are, where they go, and their remaining capacity. These limits prevent them from completely replacing the L line west of Bedford Avenue. Walking, cycling and use of new and existing ferry services will take some pressure off, influenced by weather conditions, but transit must bear the bulk of the burden.

What is likely to be the main determining factor in whether these mitigation plans succeed or fail is the performance of substitute bus service during the shutdown period. This will, of course, require that New York City Transit operates existing and new bus service efficiently and effectively, but this in turn depends in large part on the actions that the City takes to facilitate movement of buses across the Williamsburg Bridge and in the 14th Street corridor. Without the partnership of NYCDOT and the NYPD, shutting down the L train for this critical repair work simply would not be possible.

We believe that the basic plan is sound. The restrictions on the use of 14th Street between 5 AM and 10 PM, combined with HOV 3+ restrictions on the Williamsburg Bridge during the same hours, can create the space that the bus network needs to do its job. It is also possible to make some adjustments to this plan if the areas where buses must operate experience significantly greater or lesser stress than anticipated. What is absolutely critical, however, is providing actionable information about traffic restrictions and alternative travel paths to potential drivers in this corridor. Of even greater importance is the vigorous enforcement of traffic restrictions designed to clear the way for buses. While a concentrated enforcement effort may appear harsh, a single driver flaunting the rules has ample potential to disrupt the travel of tens or even hundreds of bus riders. We ask that the members of this Committee insist that City departments and agencies support this mitigation plan to the greatest extent possible.

In closing, we believe that New York City Transit and the City must take the plan that has been developed and any refinements that may be added over the next nine months and implement it effectively. This will require flexibility to make adjustments needed to make the plan work, nimbleness in deploying resources to respond to unforeseen and changing circumstances, and a large and dynamic campaign of public information that guides drivers away from the Williamsburg Bridge and 14th Street corridor and guides L train riders to effective transit, cycling, and pedestrian alternatives that will allow them to travel with the minimum inconvenience possible. We especially cannot afford to shift riders to transportation network companies or taxis because they feel they have no alternatives. It is critical that this mitigation plan work effectively, but we believe that with close cooperation between NYC Transit and the City, riders can carry on with their lives without major disruption.

MEATPACKING DISTRICT

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New York, NY 10014
212-633-0185

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hello@meatpacking-district.com
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L Train Public Oversight Hearing Testimony On behalf of the Meatpacking District Management Association

Benjamin Cardozo Law School | 55 Fifth Avenue
June 27, 2018

Good afternoon. My name is Jeffrey LeFrancois and I am the Director of Operations and Community Affairs for the Meatpacking Business Improvement District. Thank you to Speaker Johnson for organizing this public oversight hearing to continue the conversation around the looming crisis of the L train shutdown.

The Meatpacking BID provides services and support to the predominantly commercial neighborhood around 14th Street west of Eighth Avenue and is comprised of 94 block fronts, 263 ground floor businesses, 1,054 hotel rooms, and approximately 4,500 residents. It is also home to the L train's western terminus at Eighth Avenue which is a transit lifeline.

In addition to the district's many employees, millions of people visit the neighborhood each year. To color that number: the estimated total visitors in 2017 at the High Line, Whitney Museum, and Chelsea Market, all of whom call the area home, was nearly 17 million people. While not everyone takes the L train or public transit to get here, the vast majority utilize it in some capacity.

We applaud the installation of a new bus stop on the southside of 14th Street at Tenth Avenue to travel eastbound. We also recognize the need for a dedicated busway as a means to effectively move commuters across 14th Street. Considering the number of buses expected per hour, it must be efficient with limited obstructions.

On 14th Street west of Eighth Avenue there are active production studios, fashion houses, shops, and restaurants. These entities all require access for commercial deliveries and loading areas. While the function of the street may change, the needs of businesses along the corridor do not.

In addition to loading zones, it is important to note the logistical issues associated with the proposed busway, which would have buses turning south onto Tenth Avenue/West Street, then north on the West Side Highway to for eastbound travel on 14th Street.

While we recognize the limited options for buses to turn around, given the frequency of the planned bus service, introducing a steady stream of bus traffic south on Tenth Ave and onto West Street presents potential disruptions to neighborhood businesses and pedestrians. The strip includes the Meatpacking co-op, which houses the remaining meatpackers; the Whitney Museum – and in particular, access to its limited loading dock; a hotel; an under construction commercial building; and the new pedestrian crossing at 13th Street for the West Side Highway to Pier 55.

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We respectfully request that the DOT/MTA consider measures to mitigate the potential effect the buses will have, including but not limited to: defined signage for bus standing and highly visible pedestrian crossing areas with pedestrian safety measures installed like neckdowns. And we request to be an active part in this discussion both before and after measures are implemented.

Enforcement will be a critical component to the success of any mitigation plan, and a large increase in traffic officers and pedestrian crossing guards is essential.

It is unfortunate that ferry service to the west side is not being considered as an additional means of public transit during the shutdown. The Meatpacking BID, along with Community Boards 1, 2, and 4, the Downtown Alliance, Hudson Square Connection, and the Hudson Yards/Hell's Kitchen Alliance, in addition to several large employers and property owners, are all on record asking the EDC to study the west side for ferry service as a part of the extraordinarily successful NYC Ferry program.

Using the L train shutdown as a test drive for that service is a logical step towards a wider, and frankly more holistic plan. And while travel time from Brooklyn to Manhattan's west side may not be quick, anecdotal evidence suggests that New Yorkers would be happy to spend an hour on a ferry verses an unknown amount of time on a combination of public transit options. The NYC Ferry system has repeatedly been proven successful across long-haul routes. We've got a lot of water and should be using it as a means to move people. Pier 57, located just north of 14th Street, will have a water taxi landing which could serve as a stop for passengers looking to come to the western end of 14th Street.

Not considering west side ferry options is shortsighted and misguided. The BID will continue to be a vocal advocate for L train shutdown-related ferry service and a study of the west side as a part of the larger NYC Ferry system.

New York's transit system is an economic lifeblood that has made our city greener. While buses are necessary means for mass transit, diesel engines are harmful and that this plan installs 200 new diesel buses onto our streets is unfortunate. It takes the city backwards in its effort to meet the guidelines of the Paris Climate Accord. The buses for this plan should be hydrogen or electric.

While the Meatpacking District is very different than Union Square or Stuyvesant Town, the micro treatments of each neighborhood along 14th Street will directly affect those around it and hopefully, make the mitigation plan successful.

Thank you again to Speaker Johnson for giving the Meatpacking BID the opportunity to testify today. We look forward to being a part of the continued conversation.

Testimony for New York City Council Transportation Committee

Hearing on the L Train Shutdown

June 27th 2018 1PM

Chelsea Yamada, Manhattan Organizer

Chelsea.yamada@transalt.org (917) 837-7621

Transportation Alternatives recommends the following minimum requirements for the L Train Shutdown Busway:

1. **Extend the [14th St](#) busway beyond 3rd & 9th Avenues.** Extend the 14th Street Busway East of 3rd Avenue to accommodate L Shuttle bus transfers at first Avenue and Ferry transfers at Avenue C. High bus volumes east of 3rd Ave, all the way to the river (many ferry passengers will be using those buses). Delay associated with high boarding volumes at 1st Avenue and 14th Street will further necessitate a bus lane (and a dedicated passing lane for buses) at this location.
2. **Commit to off-board fare collection on Local Buses M14A & D.** Off-board fare collection is needed all along 14th St or else the local routes will delay the other buses and the stations will saturate.
3. **Expound upon street treatments at L Shuttle Transfer points in Brooklyn and Manhattan.** Needed treatments are still missing from Bedford Avenue and Roebling Street, as an example, where buses are supposed to operate every 2 minutes. Without a proper street design, the L Shuttle Buses will face extreme delays to the point of being almost useless.
4. **At-Level Boarding for every passenger.** The city has floated the description "near level" to describe bus boarding capability. Install features on 14th Street to match the M14 Bus boarding height, for ADA accessibility and ease for all passengers. This small accommodation has an enormous multiplier effect per passenger – at risk of causing big delays across the system.

Reiterate our System-Wide recommendations:

- **Restrict private car use entering Manhattan.** HOV 3+ or Busways only across the Williamsburg Bridge, and supports extending these permissions to other bridges that access Manhattan.
- **Leave room for 24/7 service.** If it is found that Busway hours need to be expanded 24/7, we should be prepared to do so, beyond running the L2 and L4 buses every 10 minutes overnight.
- **Replace people-centered transportation with less efficient parking permissions.** On both 12 and 13th street, we look forward to tremendous gains in cycling infrastructure.
- **Support vast bike share (CitiBike) expansion across the corridor.**

Significant improvements are needed to create an effective Bikeway:

- **Vision Zero for Cyclists.** For cyclist safety, create more visibility (daylighting) at bike lane intersection treatments (convert mixing zones into protected intersections, for example)
- **Green Wave for Cyclists.** Prioritize crosstown signal timing along the busway and 12th and 13th Street Bike Lanes

Testimony of Lawrence W. Scheyer, Esq., for City City Council Hearing June 26, 2019 at Cardozo Law School

My Name is Lawrence W. Scheyer. I am an attorney at law in private practice and a former attorney at the Port Authority (which efficiently moves large numbers of buses in and out of its facilities every day). I am a member of Manhattan Community Board 6's Transportation Committee. However, the testimony I give today is strictly my own. I'm supportive of the Speaker's Introductions which will help with communications once the Canarsie Tunnel repair project moves into high gear. But, before we get there, we need to fix some problems with the DOT and MTA's mitigation plans.

Based on DOT's February 2018 traffic analysis and projections, I would hope, at the minimum, that the exclusive bus corridor will operate until 12 midnight on weeknights and 2 AM on weekends (the same hours as the proposed ferry service). Also, the MTA's lowball estimates of demand for seats on late night buses operating along the 14th St. corridor seem way off the mark. I rode the L train in Manhattan on Saturday night at 1:30 AM, and the train was packed --- SRO.

Regarding truck deliveries and pick-ups, I believe DOT can greatly expand its highly successful Off-Hour Delivery ("OHD") program, working with individual businesses to meet their needs.

Moving on, I would recommend DOT arrange to pre-position a fleet of Tow Trucks to quickly pull broken vehicles off 14th St.

Focusing on the DOT's newly reported proposal to allow personal door-to-door on-street pickups and drop-offs for residents of Manhattan (and, presumably, their guests) along 14th St.'s "exclusive" busway -- this is utter madness.

I cannot emphasize enough that creating an "exclusive" 14th St. busway pock-marked with too many "exceptions" – like for Ubers waiting minutes to pick up their e-hail fares has the potential to bring traffic to a halt for minutes at a time. And this ruins the MTA's ability to move its buses, cratering its capacity to carry L Train passengers who have been detoured up to the street. Even if personal conveyances are limited to one-block's travel on 14th St., several years of experience with app-based vehicles shows us that these vehicles often get in the way of buses on Select Bus Service corridors. On block after block, for-hire cars and SUVs can be observed either parked in a bus stop or standing in a bus lane while waiting to meet-up with an e-hail fare – each one of these individual selfish acts unacceptably delays the trips of dozens of bus passengers.

So, instead, I would devote energy to creating a workable busway "medical exception" that provides curb space for ambulances and Access-a-Ride vans, and that does not involve blocking buses. In addition, providing curbside access might be desirable for additional mobility-impaired (but, not wheelchair-bound) passengers, and for them it ought to be feasible to expand use of the MTA's GPS-based e-hail mobile app. Working with Department of Finance, computerized dispatch records of trips beginning or ending on 14th St. can be compared with 14th St. automated bus lane camera license plate photo captures. This should keep the system honest.

Next, DOT needs to monitor the frequency and timing of truck movements at the Canarsie Tunnel work site. I think it also could be helpful to ask MTA to encourage its contractor's use of work trains operating

Lawrence W. Scheyer, Esq.

over the subway line out to East New York where there is a connection to the national rail network. (I've heard MTA wants to limit that to a few specific items, like delivering new running rail.)

Also, I believe the strongest 14th St. restrictions need to be extended all the way to Ave. C to reduce bottlenecks at L Train work zones at Avenues A & B.

Right at the heart of the East River crossing plan is the weakest link in the mitigation plan -- the gap between L train stations at Bedford Ave. and First Ave., partially filled by ferry service, but the ferry will not operate overnight. (The L train, in contrast, runs all night at 20-minute intervals.) Also, the upland walk from the North Williamsburg ferry landing to Bedford is a bit too long -- especially for the elderly and infirm, and in bad weather for almost everyone else. (So, unrestricted, I expect Ubers will be clogging the streets around there.) To counter that, I've proposed running a circulator bus along N. 4th & N. 5th Sts., for which I believe there can be found and set aside sufficient space to operate. Also, I have recommended eliminating the transfer between L1 and L4 Williamsburg Bridge shuttle buses on Delancey Street by creating an additional L4 bus route running between Williamsburg's Northside (N 5th St.) and E. 15th St. & 1st Ave.

Finally, I would strongly recommend the bi-directional bike path on 13th St. over the recently offered option of buffered one-way bike lanes on each of 12th and 13th Sts. The bi-directional plan is much safer -- therefore superior -- because its very nature eliminates surprise and potential collisions caused by rogue wrong-way riders. With bicycle ridership expected to increase 300%, this is no small concern.

Thank you for your consideration.



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Center for Independence of the Disabled, NY

June 27, 2018

**Testimony at New York City Council Oversight Hearing
on L Train Shutdown,**

CIDNY's goal is to ensure full integration, independence, and equal opportunity for all people with disabilities by removing barriers to the social, economic, cultural, and civic life of the community. Transportation is a key barrier for people with disabilities, affecting employment, health, social, and civic participation. If we can't reliably get to work on time, miss health care appointments that manage our conditions, can't see friends and family, or can't get around town on demand, we lose our freedom and the city misses out on our contributions to society.

The shutdown of the L-train will impact the lives of people with disabilities as much as it will affect other commuters. Since the buses are accessible and the main way to travel, the increased passenger load may pose a difficulty for people with disabilities to get on board during peak periods.

However, the impending shutdown of the L Train is an opportune time to consider the needs of people with disabilities, seniors, pregnant mothers, and people who would benefit from the use of elevators.

There are currently 5 stations on the L line with elevators and at the Wilson station it is northbound only. I would emphasize the need for the MTA's accessibility plan to include all areas of the City, especially areas that tend to include higher concentrations of poor people and people of color that are more likely to be overlooked. For example, the L train stop closest to New Lots Avenue where some of our participants live in Brownsville, Brooklyn does not have an elevator. There are some key stations, such as Broadway Junction, which is more or less a hub as well as the East New York and Bedford-Stuyvesant sections of Brooklyn, where people do not have elevator access. It's especially important to consider the accessibility of public transportation in these overlooked areas because people with disabilities in these areas may have fewer alternative options for transportation due to location (farther out from downtown or the City, fewer taxis, for example) and finances. We shouldn't want our reforms to perpetuate and reinforce class and race privilege with respect to people with disabilities.

We want an enforceable, fully funded plan with a timeline and input from the disability community for full subway accessibility.



A United Way Agency



Testimony Before the New York City Council
Committee on Transportation
June 27, 2018

Tech:NYC is a nonprofit trade group with the mission of supporting the technology industry in New York through increased engagement between our more than 630 members, New York government, and the community at large. We work every day to make New York the best place to start a technology company and to cultivate a robust technology ecosystem here.

The transit system is the lifeblood of New Yorkers and New York companies. When transportation fails, productivity and efficiency suffer, inevitably slowing down business. For the NYC tech community specifically, our public transit system has been an important differentiating factor from other tech hubs and a recruiting tool for talent.

Tech:NYC is here today because the pending L train shutdown will adversely affect a large number of tech companies in our community. Many companies sit along or are very close to the L line, including large ones such as Facebook, Google, and Oath, as well as smaller ones, such as Alloy, Daily Harvest, and Planted. That's not to mention the companies all over the City who have employees who rely on the L train for their daily commuting purposes.

We fully support the Council's efforts to alleviate the pain of the pending shutdown. We understand this is a daunting infrastructure challenge for the City and State, and our members from all neighborhoods care about well-functioning transit. Our community stands ready to be helpful.

Technology should play a vital role in helping the City and State manage the L train shutdown and in improving future transit, from utilizing smart technologies like real-time mapping to implementing sustainable transportation like electric buses. We have companies in our membership that are transportation and/or technology experts that would like to be helpful in implementing those solutions.

We look forward to working with this Committee and your offices to mitigate the disruption of the shutdown and to work toward building a transit system that is worthy of our great city.

City Council Oversight – Mitigation Plans for the 2019 L Train Tunnel Closure. Testimony of Manhattan Community Board 4

My name is Christine Berthet; I am the co-chair of Transportation committee for Manhattan District 4, which includes the north side of W14th Street from 6th to 12th Avenues.

There is no question that the repairs to the tunnel are needed and that it will cause major disruption for tens of thousand of Brooklyn and Manhattan residents. So our goal is survival rather than perfection.

It is vital that a sufficient number of HOV lanes be dedicated to buses during the closure. Without it, the plan will not work. It is also vital that buses have priority and sufficient space to pass on 14th Street. It is not clear that 2 lanes of buses are sufficient.

We just learned of MTA's plan to refuel 47 buses at the Quill Bus Depot on W40th Street and 11th Avenue and park them on Port Authority lots on W38th and W39th Streets in the heart of Hell's Kitchen.

It is unconscionable that the city and the MTA continue to add to the diesel bus oversaturation in a residential area with the third worst air quality in the city. Any EIS would conclude that it is not an acceptable option. We ask that the MTA do the right thing: ALL buses on the 14th street corridor and coming to the Quill depot must be powered by hydrogen or electricity to mitigate this situation. (Each one can be swapped from one route to diffuse the pain)

DOT indicated that the traffic on adjacent streets will increase by 30 %. This seems tolerable but on very residential and single lane streets with a number of schools, where a car turning on the avenue can block the whole street and cause hours of honking, this is a major problem. NYPD has been unable to enforce the trucks regulation for years.

We ask that mitigation to prevent thru traffic to use these residential streets as an alternate to 14th Street; it is crucial that DOT take these simple measures to preserve safety and some semblance of normalcy to the 15, 16 and 17 Streets.

We are very pleased that the 6th Avenue station will be made ADA compliant during the closure. We hope our requests will be given the proper attention and that DOT and MTA will respond to them in a constructive way.



**TESTIMONY AS PREPARED BY KRIS SANDOR, CITI BIKE GENERAL
MANAGER**

NYC Council Transportation Committee Hearing: June 27, 2018

Good Afternoon Chair Rodriguez and members of the Transportation Committee. My name is Kris Sandor, and I am the General Manager of Citi Bike. I am offering testimony on behalf of Motivate, the operators of Citi Bike.

This past month, Citi Bike celebrated its fifth anniversary. In the past five years, Citi Bike has become an integral part of the city's transportation network, reaching on average 70,000 rides per day in peak seasons. Since Citi Bike's 2013 launch, Citi Bike has doubled its fleet of bikes to 12,000 and more than doubled the number of stations to over 750. There are now over 146,000 annual members and as the system has expanded deeper into Brooklyn, Queens, and Harlem since 2014, membership has grown more than 400%. With over 60 million total rides, Citi Bike has transformed the way people get to work, run their errands, exercise, and more generally, get around New York City.

I also have some breaking news to share: Yesterday we pedaled past our daily ridership record for Citi Bike: 80,624 rides in a single day -- the first time we have ever crossed the 80,000 rides threshold. Every day there are more Citi Bike rides than rides in every other bike share system in the country combined. This could not have been done without the support of DOT and the de Blasio administration, which has helped build the culture of cycling in this city, perhaps most importantly through the more than 330 miles of protected biking infrastructure installed on New York City streets over the past five years.

With all this success, we at Motivate are excited to partner with DOT to play a critical role for riders in neighborhoods most directly impacted by the closure of the Canarsie Tube: North Brooklyn and the 14th Street corridor. It is in these areas that we are seeing significant growth in Citi Bike ridership too. In Williamsburg, there has been a nearly 12% increase in ridership over the past twelve months. Combined together, ridership in Williamsburg, Greenpoint, and the East and West

Village is up more than 6% over the past year. Citi Bike will only become more popular during the disruption, and we have a plan to meet this demand.

Specifically, we are excited to announce today that we are adding 1,250 new bicycles and denser “infill” coverage in North Brooklyn and the Manhattan core, which will include 2,500 new docks. DOT and Citi Bike will work closely with local elected officials, community groups, as well as the community boards, to ensure a process that benefits the entire community and city.

In addition, we plan to offer more Citi Bike valet stations. Valets are staffed by Citi Bike employees in the system’s busiest areas, mostly near transit hubs in Midtown and lower Manhattan. At these stations during peak hours, bike docks can fill up and empty quickly – but Citi Bike employees can “valet” extra bikes, corralling them near the station and thereby increasing the capacity of a single station beyond its fixed docks. In anticipation of the L train disruption, Citi Bike expects to add as many as ten new valet stations, located in areas heavily affected by the L train disruption, including Williamsburg, the Lower East Side, along the 14th Street corridor and adjacent to East River ferry stops in both Brooklyn and Manhattan.

Finally, we are especially excited to announce our pedal assist bike bridge. This is a bold, innovative plan that is tailor made for the communities most impacted by the disruption. We are establishing a closed network of 1,000 pedal-assist bicycles shuttling back and forth over the Williamsburg Bridge to two dedicated stations in Brooklyn and two in Manhattan. With pedal assist, people of all ability and fitness levels who never thought they could bike over the bridge will soon become regular commuters. This will free up valuable space on other subway lines and ferries and encourage mode shift from private vehicles and taxis to our pedal assist bikes. As Motivate’s CEO Jay Walder, former MTA chair, said earlier today, this pedal-assist bike bridge is going to be the next best thing to flying over the East River.

A strong mitigation plan to address the upcoming disruption is only formed through partnership, and Motivate looks forward to working closely with DOT, City Hall, the elected officials, and local communities to ensure that the New Yorkers impacted by the shutdown are able to utilize Citi Bike as an effective alternative during the L train shutdown.

Thank you.

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**Testimony of Zach Miller
Metro Region Government Affairs Committee Chairman
Trucking Association of New York**

Before the

**New York City Council
Committee on Transportation**

Regarding

**Evaluating the Latest Mitigation Plans for the 2019 L Train Tunnel Closure
Intro T2018-2348 - Designating community information center in the boroughs of Manhattan and
Brooklyn during the course of the 2019 Canarsie Tunnel reconstruction and Intro T2018-2349 -
Establishing an ombudsperson within the department of transportation**

Good Morning. My name is Zach Miller and I serve as the Metro-Region Government Affairs Committee Chairman of the Trucking Association of New York (TANY). I would like to thank Chairman Rodriguez and all the members of the committee for the invitation to testify before you today. Our association represents the trucking industry in New York and we strive to enhance the operating and business environment of the industry. One of our primary missions is to improve safety within the industry and among all users of our roads and highways.

We're here today to testify in favor of Int. 2348 and Int. 2349 as well as participate in a discussion on the L Train shutdown as a representative of the trucking industry. TANY recognizes that it's essential we all work together to tackle the enormous, looming challenges ahead and we hope that the Council and the Department of Transportation (DOT) utilize TANY as a resource during this process. TANY will work to educate the trucking industry, including out of state truckers, on the changes taking place. We would like to work in partnership with DOT to identify alternative routes for trucks not delivering in the L Train shutdown zones. TANY has an expertise that can help make this a more seamless transition for the trucking industry, which has implications for larger traffic patterns.

We support the Speaker's introductions because we realize that in order for this plan to be successful, DOT must engage with the City Council and community regularly while the plan unfolds. Community information centers will provide an outlet for local merchants and local delivery companies to get information they need and to have any questions answered that arise during the implementation phase of the plan. Similarly, a designated ombudsperson will allow for streamlined communication between the City Council and DOT and allow for up-to-date, timely information on the plan.

We have recently been briefed on the plan and understand there are still elements that need to be finalized. Based on what we know, there are a number of areas we support but still have some areas of concern and would like to offer some suggestions to address them:

- TANY supports making the Williamsburg Bridge open to bus, trucks and HOV3 only.
 - Suggestion: with congestion at an all time high, we are seeing high volumes of traffic even during what would traditionally be considered off-peak periods. The Williamsburg Bridge policy should reflect the City's policy at 14th street and require bus, truck and HOV3 only from 5am to 10pm everyday for the duration of the shutdown.
- TANY supports allowing local deliveries on the 14th Street corridor.

TRUCKING ASSOCIATION OF NEW YORK

- Concerns: Delivery zones and delivery times. Designated deliveries in the middle of the block will lead to congestion which will create staging, circling the block to find available parking, and transporting freight on sidewalks, which could prove dangerous to pedestrians. Also, some freight, such as heating oil, cannot be transported this way. Mandated delivery times fail to take the merchant needs into account.
- Suggestion: The geographic area is small enough to work with local businesses to assess their delivery needs while weighing the community needs to come up with an appropriate schedule and location for local deliveries.
- TANY supports the continuation of local deliveries on 3rd - 8th Avenue and keeping Grand Street a truck route.

There are still many questions related to the plan that remain. We understand the plan will include changes along Delancey & Allen Streets in Manhattan and Metropolitan Ave, South 5th Street, Broadway, and Montrose Ave in Brooklyn but have not received any details as to what those changes will look like. Additionally, how will the plan be communicated on a large and small scale - will there be a public awareness campaign, will 311 have a dedicated traffic expert to field questions regarding specific routes, will the city use social media as a means to communicate?

We understand the massive undertaking involved in finding alternative transportation for 400,000 New Yorkers and we understand that concessions need to be made. We maintain that smart solutions will be achieved when stakeholders are part of the conversation and look forward to being part of that dialogue going forward.

Thank you for your time and I'm happy to answer any questions.

TRUCKING ASSOCIATION OF NEW YORK

From: **Annie Weinstock**

Hi all,

Lots to be excited about here but definitely not a total win. We still need to make sure that the buses don't back up and a busway on part of 14th St is only the first step. Most of the points in the report we wrote with TA have yet to be addressed and/or have been addressed in a way that doesn't work.

1. 14th St busway to end at 3rd & 8th Avenues. 8th Avenue not such a big deal (though 9th would be better) but ending the busway at 3rd Avenue will be a killer. All westbound vehicles east of 3rd will be forced to turn off of 14th St at 3rd which will cause a huge delay for buses at 3rd. There will be high bus volumes east of 3rd Ave, all the way to the river (many ferry passengers will be using those buses) so this section will anyway need priority. And there will be a huge volume of transferring passengers at 1st Avenue as that is where passengers coming from Brooklyn on the shuttle buses will transfer to the 14th St crosstown routes. Delay associated with high boarding volumes at 1st will further necessitate a bus lane (and a dedicated passing lane for buses) at this location. As far as I know, the resistance to the 14th St busway was not that far east anyway so why not extend it?

2. How will fare collection be handled on 14A & D? They need to have off-board fare collection all along 14th St or else the local routes will delay the other buses and the stations will saturate. I can't tell if that is being addressed.

3. What about street treatments in Brooklyn? It's great that they added another service from Brooklyn but they aren't doing much in terms of street treatments in Brooklyn. As far as I know, there will be no treatments on Bedford and Roebling where buses are supposed to operate every 2 minutes. This will cause extreme delays to the point of being almost useless. On Grand St, they will only be limiting through traffic but all cars and local deliveries will be allowed, including parking, meaning there will still be plenty of traffic on Grand St.

4. Will boarding be at level? I have heard boarding will be "near level." Not sure this is decided but if so, why not fully at level? This will also cause big delays.

Best,
Annie

Annie Weinstock, President
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New York City Council Committee on Transportation Hearing
June 27, 2018
Testimony of Eric McClure, Executive Director, StreetsPAC

At first glance, the latest iteration of the MTA's and New York City Department of Transportation's plan for dealing with the impending shutdown of the L subway line appears to be a fair compromise between the needs of the larger commuting public and the understandable desire of residents along the 14th Street corridor to maintain some degree of reasonable local access.

While it's easy to empathize with people who live on 14th Street, there is a greater public good that must take priority. The plan for 5 a.m. to 10 p.m., seven-day-a-week bus exclusivity should mean that the majority of transit riders will experience smooth trips, while the accommodation for single-block access for deliveries and pick-ups and drop-offs, a concept borrowed from Toronto's so-far-successful King Street redesign, should address the concerns of merchants and residents, especially the elderly or those with limited mobility.

In addition, the replacement of the initial plan for a two-way bike-path on 13th Street with paired, one-way protected bike lanes on 12th and 13th Streets should still accommodate the expected large increase in bicycle traffic, while maintaining some curb access for motor vehicles on those blocks.

However, it's critical that the MTA and NYCDOT closely monitor the effects of these designs once the L shutdown commences, and stand at the ready to rapidly modify these plans if the real-world situation dictates additional action.

If bus ridership remains high later into the night, and buses encounter backups after 10 p.m., bus-only hours should be extended without delay. If camera enforcement doesn't keep cheaters from flouting the one-block rules on 14th Street for non-transit vehicles, the responsible agencies must be ready to tweak the program. If plastic posts protecting the bicycle lanes on 12th and 13th Streets don't prevent scofflaw drivers from obstructing bike traffic, NYCDOT should be ready to harden protections.

It's critical that the Speaker, as well as the Council Members and other elected officials representing the affected area, along with the Mayor and Governor, give the MTA and NYCDOT all the support they need to ensure the efficacy of the efforts to mitigate the shutdown. The L is a vital cog in the city's transit system, a system already in critical condition. Anything less than full support for the needed fixes, no matter how loud the complaints from those who are called upon to sacrifice might be, would be a short-sighted and deeply regrettable error.

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City Council Testimony:

My name is Walter Goldberg. I live in Williamsburg and commute to 3rd avenue and 16th street every morning for school using the L train. This means that, under the DOT's mitigation plan, I will be in the 3% of riders who are expected to see 20 minutes or more added to their commute. And that is without factoring the likely chaos that transporting this amount of people will cause.

I believe that the planned busways are comprehensive, but not practical or appealing. New Yorkers barely like to transfer between trains, so how can we expect anyone to want to take a train to a bus to a bus to a train, twice a day, five days a week. How can we ensure that these transfers are seamless and I don't have to wait 15 minutes between buses? This past year I have gotten used to being packed into a crowded L Train every single morning, but I can still hardly stomach the idea of having to take a bus with the same amount of crowding. Especially if that bus ride takes 30 minutes and the bus moves slower than I would if I got out and walked. How can we ensure that these buses maintain quick speeds and are accountable to their passengers? And with 300,000 passengers all trying to find the quickest transit solution, how we ensure that when I wake up every morning, I can easily know which mode of transportation, whether it be bus, ferry, or train, will get me to school the fastest? Some of these questions might seem impossible to answer, but if the City Council and DOT don't work to solve them, then I can guarantee them that commuters of my privilege will give up on public transportation and instead flood the crowded city with private cars and taxis.

Luckily for myself and the city, I will avoid a significant amount of this headache because I have decided to switch to bike commuting once next April rolls around. Thus, I support and look forward to the two protected bike lanes that will be added on 12th and 13th street. But, since these lanes are being added to a busy corridor in 2018, Council has the unquestioned responsibility of ensuring that they are as safe for riders as possible. Under the current plan, these bike lanes will have mixing zones at each intersection. Mixing zones are where the majority of crashes occur. In order to prevent these crashes, the DOT and Council should consider safer protections like the ones they implemented on Columbus Ave and 70th Street, in which drivers

do not have to look backwards or use their mirrors to check for bikers, but can simply look out their window and windshield.

Also, since biking is such a healthy, easy, and sustainable solution for commuters and for the city, the Council and DOT must take a great responsibility in ensuring that these new bike commuters, like myself, are as comfortable and happy as possible. This should include signalling priority for riders on 12th and 13th street, so that they can get where they need to go quickly with ease. This also includes adding CitiBike stations on and near 12th and 13th street and informing the public about the stations that will be added, so that commuters can plan their commutes ahead of time and more commuters can use these lanes, instead of the crowded 14th street busway. If the Council does not add these features, then it will have sacrificed the safety and happiness of riders like me and it will have lost an opportunity to convert stranded commuters to biking and mitigate this transportation crisis. If April rolls around and I still see a rider riding down 14th street, what does that say about the success of these bike lanes?



Council Speaker Corey Johnson and Transportation Committee Chair Ydanis Rodriguez
City Council
City Hall
New York, New York 10007
June 29, 2018

Re: L Train Shutdown Testimony

Dear Speaker Johnson and Committee Chair Rodriguez:

Thank you for holding a meeting to hear and read the concerns of the local community regarding the plans for 14th Street when the L-Tunnel Project begins.

Although I retired at the end of 2016, for the prior 25 years I served as the head of the 100 & 200 West 15th Street Block Association representing the approximately 3,000 residents and residents and stakeholders on these two residentially zoned and designed streets.

Over that quarter century, we often worked together with city agencies on major projects like this. In this project, however, NYC DOT and the TA have totally ignored the important questions of the local community and not attempted in any manner to develop any reasonable alternatives and/or mitigation in advance.

The problem now is the attempt to place a tourniquet on a major cross town artery with major real estate/investor development and construction freely permitted without any concern or solid plans regarding where that blocked traffic will be congested elsewhere. There is no information about the air and noise pollution that will increase on those neighboring streets which are narrow and not designed the way the major cross town arteries are to permit space and ventilation to help dissipate that pollution.

We are refused any information about mitigation. Commissioner Trottenberg has told the press that she has lots of tricks in the DOT's bag to mitigate. But in 2015 and 2016, when West 17th Street was blocked off from all traffic for developers/investors, our Council Member's office instructed us that Commissioner Trottenberg permitted no mitigation whatsoever for that detour. In the official correspondence from that period of 2015 and 2016, every single mitigation recommendation made by the local community at that time was rejected.

We are refused any details about the major sites and empty lots on West 14th Street that are beginning construction for which the City will grant permission for the developers/investors to take over lanes of West 14th Street, while we are instructed that there is a major emergency requiring the extreme measures of air polluting the neighboring residential streets from dawn until late evening. Instead we are told 14th Street must be constricted down to three lanes of moving traffic -- half the 6 lanes of 14th Street -- so that pedestrian flow can be maximized, without any word about what developers/investors will be permitted to use during this "emergency."

We are told nothing about the increased traffic impact upon the 20 Inch High Pressure Gas Main that lies under residential West 15th Street which does not have the protection of the concrete

shield that does protect 14th Street subsurface infrastructure. We are told nothing about the large decrepit asbestos Covered Steam Pipe heating the huge Google Building, which runs nearby and parallel to the 20 Inch High Pressure Gas Main. If one is fractured and erupts, it will erupt the second explosive pipe.

We are denied a basic Environmental Impact Study. We find no enforcement against the honking on the side streets which are already congested with the additional 66,000 commercial cars that City Council voted a couple years ago to permit to congest our streets further.

We find absolutely no enforcement against bicyclists violating the traffic laws, and are refused information on the statistics concerning injuries of pedestrians caused by bicyclists. We find no enforcement where bicyclists increasingly chain bikes on the public sidewalk, where the bikes obstruct pedestrians illegally and snag their arms, bags, and clothes.

There have been many statements made at public meetings by Transportation Alternatives that the decreasing of West 14th Street's usable lanes will be made permanent when the construction expense of expanding sidewalks is finalized. DOT refuses to address our concerns that DOT itself blocks pedestrian traffic on West 14th Street with its unnecessary news stands on 6th and 8th as well as the City's policy of permitting commercial vendors to site their carts on many place on the crowded public sidewalk.

The 14th Street Coalition has done an admirable job of raising these issues. The problem is that our elected officials have been ignoring the Coalition thus far. Often history might be an indication of the future. The serious damages of railroading this project through while ignoring the local residential community will be increasing just when elected officials will start approaching us residents for support for new offices at the end of their limited terms.

Elected officials and responsible residents need to work together. And there is no reason why our residential community does not merit that opportunity after decades of proving how well that has turned out in the past when working together.

Thank you, and Sincerely,



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cc: The 14th Street Coalition
Council of Chelsea Block Associations
Mayor Bill DiBlasio
The Villager
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L Train Public Oversight Hearing Testimony On behalf of the Meatpacking District Management Association

Benjamin Cardoza Law School | 55 Fifth Avenue
June 27, 2018

Good afternoon. My name is Jeffrey LeFrancois and I am the Director of Operations and Community Affairs for the Meatpacking Business Improvement District. Thank you to Speaker Johnson for organizing this public oversight hearing to continue the conversation around the looming crisis of the L train shutdown.

The Meatpacking BID provides services and support to the predominantly commercial neighborhood around 14th Street west of Eighth Avenue and is comprised of 94 block fronts, 263 ground floor businesses, 1,054 hotel rooms, and approximately 4,500 residents. It is also home to the L train's western terminus at Eight Avenue which is a transit lifeline.

In addition to the district's many employees, millions of people visit the neighborhood each year. To color that number: the estimated total visitors in 2017 at the High Line, Whitney Museum, and Chelsea Market, all of whom call the area home, was nearly 17 million people. While not everyone takes the L train or public transit to get here, the vast majority utilize it in some capacity.

We applaud the installation of a new bus stop on the southside of 14th Street at Tenth Avenue to travel eastbound. We also recognize the need for a dedicated busway as a means to effectively move commuters across 14th Street. Considering the number of buses expected per hour, it must be efficient with limited obstructions.

On 14th Street west of Eighth Avenue there are active production studios, fashion houses, shops, and restaurants. These entities all require access for commercial deliveries and loading areas. While the function of the street may change, the needs of businesses along the corridor do not.

In addition to loading zones, it is important to note the logistical issues associated with the proposed busway, which would have buses turning south onto Tenth Avenue/West Street, then north on the West Side Highway to for eastbound travel on 14th Street.

While we recognize the limited options for buses to turn around, given the frequency of the planned bus service, introducing a steady stream of bus traffic south on Tenth Ave and onto West Street presents potential disruptions to neighborhood businesses and pedestrians. The strip includes the Meatpacking co-op, which houses the remaining meatpackers; the Whitney Museum – and in particular, access to its limited loading dock; a hotel; an under construction commercial building; and the new pedestrian crossing at 13th Street for the West Side Highway to Pier 55.

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We respectfully request that the DOT/MTA consider measures to mitigate the potential effect the buses will have, including but not limited to: defined signage for bus standing and highly visible pedestrian crossing areas with pedestrian safety measures installed like neckdowns. And we request to be an active part in this discussion both before and after measures are implemented.

Enforcement will be a critical component to the success of any mitigation plan, and a large increase in traffic officers and pedestrian crossing guards is essential.

It is unfortunate that ferry service to the west side is not being considered as an additional means of public transit during the shutdown. The Meatpacking BID, along with Community Boards 1, 2, and 4, the Downtown Alliance, Hudson Square Connection, and the Hudson Yards/Hell's Kitchen Alliance, in addition to several large employers and property owners, are all on record asking the EDC to study the west side for ferry service as a part of the extraordinarily successful NYC Ferry program.

Using the L train shutdown as a test drive for that service is a logical step towards a wider, and frankly more holistic plan. And while travel time from Brooklyn to Manhattan's west side may not be quick, anecdotal evidence suggests that New Yorkers would be happy to spend an hour on a ferry verses an unknown amount of time on a combination of public transit options. The NYC Ferry system has repeatedly been proven successful across long-haul routes. We've got a lot of water and should be using it as a means to move people. Pier 57, located just north of 14th Street, will have a water taxi landing which could serve as a stop for passengers looking to come to the western end of 14th Street.

Not considering west side ferry options is shortsighted and misguided. The BID will continue to be a vocal advocate for L train shutdown-related ferry service and a study of the west side as a part of the larger NYC Ferry system.

New York's transit system is an economic lifeblood that has made our city greener. While buses are necessary means for mass transit, diesel engines are harmful and that this plan installs 200 new diesel buses onto our streets is unfortunate. It takes the city backwards in its effort to meet the guidelines of the Paris Climate Accord. The buses for this plan should be hydrogen or electric.

While the Meatpacking District is very different than Union Square or Stuyvesant Town, the micro treatments of each neighborhood along 14th Street will directly affect those around it and hopefully, make the mitigation plan successful.

Thank you again to Speaker Johnson for giving the Meatpacking BID the opportunity to testify today. We look forward to being a part of the continued conversation.

To: New York City Council Committee on Transportation
From: West 13th Street Alliance
Subject: Testimony Regarding Alternative Plan for L-Train Shutdown
Date: June 27, 2018

The West 13th Street Alliance, Inc. is committed to improving the quality of life in the neighborhood and to fostering initiatives and collaboration between neighbors, businesses, schools, institutions and other social and local services in the West Village. The alliance serves W13th st. between 7th ave and Greenwich Avenues.

Working with our neighbors on the block, local elected officials and government agencies, we have accomplished several beautification projects, which will have a lasting impact in the community:

- **Improved Subway Station Exit (13th and 7th Avenue):** This is now a clean gateway to the community and for visitors to Lenox Health Greenwich Village, the Whitney Museum, Highline, LGBT Community Center, and other businesses and institutions.
- **Four New Covered Trash Cans:** Already, these have contributed to less garbage on the streets and in flower beds.
- **Seasonal Flower Bed Plantings:** Volunteers helped to beautify the neighborhood throughout the past year, by decorating for the holidays and planting flowers in the fall and spring.

Recommendation

We recommend that the bike traffic be dispersed over at least 10 city blocks, so that the community on 13th Street does not shoulder the entire burden of the L-Train shutdown. The supporting actions identified below will help the Department of Transportation (DOT) to achieve its goals while alleviating the concerns raised by neighbors, businesses, and local institutions.

Actions

1. Install permanent one way green bike lanes on the north side of the street (adjacent to parked cars) from West 23rd to at least West 12th (if not further to West 8th Street).
2. Temporarily remove parking on the south side of 13th Street, **only** for the duration of the L-train shutdown. This will ensure sufficient room for additional traffic and delivery trucks during the shutdown.
3. Provide parking alternatives for 13th Street residents who own cars, through either: 1) Free/reduced municipal parking (e.g., Pier 40 and a municipal lot on east side); or 2) Temporary car permits/spaces (e.g., on the north side of the street).
4. Widen sidewalk on the north side of West 13th Street between 7th Avenue and Horatio Street, to help with the expected increase in pedestrian traffic. The width of the sidewalk, particularly on that side of the street, is insufficient for the existing pedestrians. It will only become more crowded with increased pedestrian traffic. There is otherwise the potential for pedestrians to step into the bike line and cause accident and injury.
5. Install protected two-way green bike lane on Greenwich Avenue OR two green bike lanes on each side of the street adjacent to parked cars.

6. Crackdown on electric bikes through higher fines, more policing and public outreach campaign about their illegal and dangerous nature.

Anticipated Benefits for Stakeholders

This plan has benefits for multiple stakeholders, outlined below:

- **DOT:** 13th Street has *double* the drivable space for the duration of the L-train shutdown. Better flow of traffic with bikers dispersed over about ten blocks instead of just one. Traffic jams and deliveries are less of an issue. Lawsuits and conflicts with community, businesses and institutions are resolved. Importantly, DOT is seen as providing a solution where all stakeholders win.
- **Transportation Alternatives:** Increases # of permanent and strongly-delineated green-lane bike paths on more than ten downtown streets.
- **Businesses/Local institutions:** Addresses concerns about traffic jams/delivery problems/institution entry-way problems, because the street will have at least two lanes for traffic.
- **13th Street Residents and Car Owners:** Neighbors living along 13th Street will feel confident that that there will be no permanent double-bike lane, or increased traffic, that would negatively impact the street dynamic and quality of life.

L TRAIN SHUTDOWN TESTIMONY

Dear City Council Speaker Corey Johnson,

My home is on West 17th (18th) Street. I strongly oppose the DOT's plan to close 14th Street to cars and trucks during the L train shutdown. Diverting traffic to the narrow side streets in my neighborhood would cause major traffic jams, huge increases in noise and air pollution, and outright dangerous delays for emergency vehicles. Closing 14th Street is not necessary. Please urge the DOT to seek more reasonable alternatives.

Thank you for your consideration,

Fabiano Schoenberg

West 17th Street, PHC

New York, NY 10011

L train shutdown testimony

I am a resident of the Victoria, 7 East 14th St. I've read the proposal and I have several major concerns.

1. There is no mention of additional security measures along 14th and adjacent streets. With additional bus ridership and pedestrian traffic on an already very busy corridor, how will safety be addressed and accomplished?
2. Without curbside pick up by taxis and car services, elderly, disabled and others may not be able to get to a "pick up" location. Not everyone uses Access a ride.
3. Walking to these pick up locations with large packages and/or luggage may lead to injuries and again safety concerns.
4. Increased buses equals increased air, noise, etc. on an already crowded thorough fare. How will these issues be addressed?

Please consider that we LIVE here. Although these may represent temporary measures, they promise to negatively impact quality of life for residents.

Sincerely,

Dr. Anita Nirenberg

L Train Shutdown testimony

I am a 63 year disabled man
with a wife who has MULTIPLE
SCLEROSIS.

The closure of 14th St. to taxis and limousines will keep my wife and I trapped in our building because of lack of access to a taxi or an Uber, etc.

Accessaride is totally unreliable!!!

They are late by as much as an hour and a half and sometimes don't show up at all!! it's totally inadequate and we are in desperate need of access to taxis, Uber and car services.

I have many contacts in the MEDIA , both RADIO, TELEVISION and NEWSPAPERS
And I WILL contact them to expose this story, especially if
this involves a permanent change.

Thanks

Glen Holtzer
7 E 14th St.
New York, NY

Closing down 14th Street

Members of the City Council,

We are New York City residents who live on 14th St. between University and Fifth Avenue. We have children and we park our car in the garage in a building that only has an exit on 14th St. We strongly believe that local residents who need to pick up and drop off passengers, luggage and other household items should be allowed access to 14th St. when needed. It is completely unfair that we would only be able to access our car or our apartment between 10 PM and 5 AM.

If there is a lack of pedestrian space then I suggest moving street vendors who take up more than half of the sidewalk and severely diminish the pedestrian walkway on the blocks between Broadway, University and Fifth Avenue.

We believe that local residents should be given a permit if they have an address on 14th St. so that they can gain temporary access to their homes for these purposes during the L shutdown. There would only be a small amount of traffic that would not interfere with busses or other vehicles, but there is no other way for people whose vehicles are parked here and who live here with their families.

Sincerely,

Robert Angert and Shanna Schwartz
12 E 14th Street
NY, NY. 10003

L TRAIN SHUTDOWN TESTIMONY

To whom it may concern,

I live on 15th street on the third floor facing the street at 10 West 15th St, New York NY 10011. I am appalled at the lack of interest the DOT has shown for the residents who will be negatively affected by the diverting of traffic to 15th street. More than anything, I am writing this on behalf of my blind neighbor Pat. She has lived in the building for years and relies on 15th street as a way to get fresh air outside the building. With the traffic set to increase dramatically I worry about her ability to safely navigate our neighborhood.

What else can be done to alleviate the L train shutdown? Why aren't options being discussed?

Rishi Gera

L Train Shutdown Testimony

My name is Michael Glickman. I live in Union Square (at The Victoria) And I'm extremely concerned about the shut down and not having proper access to my building and for the area to be overcrowded with buses.

L Train Shutdown

1. Assumptions are not at all even intuitive. Where does the MTA get their statistics?
2. How did they take residents and their delivery, workers, need for taxi's etc, access vehicles, etc and businesses and their needs for deliveries, access for customers etc into account?
3. What is the plan for issuing resident and business ID's so we can go about living?
4. Do any of the MTA planners live in the neighborhood? We know they did not send questionnaires or allow us to give suggestions.
5. Who in the city council knew the details and when did they know it?

Rosemary Goldford

10 West 15th st. 10011

PLEASE DO NOT CLOSE 14TH STREET

Dear City Council Speaker Corey Johnson,

My home is West 17th Street. I strongly oppose the DOT's plan to close [14th Street](#) to cars and trucks during the L train shutdown. This plan is senseless: 14th Street is a large 2-way street built for this kind of contingency. Diverting traffic to the narrow side streets in the area would cause major traffic jams, huge increases in noise and air pollution, and outright dangerous delays for emergency vehicles. Closing [14th Street](#) is not necessary. Please urge the DOT to seek more reasonable alternatives.

Thank you for your consideration,

Sebastian and Manisha Lewis

Taxpayers and NY residents.

151 west 17th street, NY NY 10011.

L TRAIN SHUTDOWN

I am completely opposed to the DOT plan for 14th Street during and after the L Train Shutdown. No consideration has been given to the residents of the 14th Street area. Clogged side streets, bicycles whizzing by school sidewalks, no access to garages, difficulty of stores to unload from trucks, and problems of emergency vehicles are just some of the issues that have not been discussed or solved.

Please take us into consideration and stop this terrible plan.

Meredith Saltzman

77 Seventh Avenue

New York, NY 10011

L TRAIN SHUTDOWN TESTIMONY

Dear Sir/Madam:

As one of the hundreds of thousands of New Yorkers who will be impacted when the MTA shuts down the L train between Manhattan and Brooklyn for 15 months for repairs beginning in April 2019, I would like to bring to your attention that:

- 1) The time allocated for repairs of 15 months is too long and will disrupt all riders in the North Brooklyn area.
- 2) This will not only affect the way that people travel but also their way of living and/or life style.
- 3) Additional traveling time between Brooklyn and Manhattan (and back) will modify set time tables; e.g., families to drop-off or pick up children from schools and work schedules.
- 4) Furthermore, if families are not able to drop-off/pick-up children, they will have to hire someone to do it, which means added expenses to families.
- 5) Also, if riders are not able to catch a train in an already congested station, their jobs may be jeopardized due to late arrivals as a result of constant train delays.
- 6) L train riders transferred off to the G and J, M and Z lines will add to congestion to all stations.
- 7) Rush hour will be even crazier.

Respectfully yours,

Nancy Pulla

L-Train rider/commuter

Nancy Pulla | Loan Department

The Berkshire Bank | 4 East 39th Street | New York, NY 10016

Tel: (212) 802-1030 | Fax: (212) 481-0817 |

Email: npulla@berkbank.com | Website: www.berkbank.com

'The Bank that puts your interest first'

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L TRAIN SHUTDOWN TESTIMONY

I cannot attend the public hearing; however, would like to submit written testimony:

The shut-down of 14th Street to vehicular traffic greatly impacts me as a resident who lives on 15th St. between 5th Ave and 6th Ave.

Side streets in the surrounding area were not built/maintained to handle the volume of commercial and other vehicles that will be re-routed from 14th St., an estimated +50% in traffic.

These one-way streets are also ill-equipped to have emergency and other first responders being able to arrive to residents on these side streets due to traffic backup from commercial and other vehicles. Not only are many of my neighbors elderly, they also require special handicap accessibility that will be compromised by the shutdown.

Commercial trucks temporarily idling on 15th Street near 5th Ave and 6th Ave to deliver goods to 14th St businesses will cause major backups. Traffic already stands 20 mins on 15th St during garbage pick-up.

The endless traffic/honking on a narrow, one-way side street is not acceptable.

Sonia Uppal

10 W 15th Street resident

L Train

Obviously DOT does not care what the public or the City Council thinks

DOT is not keeping an open mind - they never have - they have already made their decision and we simply don't matter to them.

We have no rights whatsoever except the right to pay extremely high taxes (our real estate taxes have risen nearly 40% in the last 5 years) - we cannot even use the streets in front of our homes

This plan will destroy small business on 14th Street, businesses which are already struggling as the character of the community which I have lived in for more than 30 years changes and rents increase.

The plan does not permit taxis or uber (or the like) and will overburden the elderly and the disabled who use those services disproportionately.

Re-Think this plan - people who live in Manhattan deserve to be considered just as people from Brooklyn are considered

Alan M. Schlesinger

10 West 15th Street
New York, NY 10011-6828

alan.ny@verizon.net

Shutdown of 14th Street during L train repair

Dear City Council Speaker Corey Johnson,

I live on on West 18th Street. I strongly oppose the DOT's plan to close 14th Street to cars and trucks during the L train shutdown. Diverting traffic to the narrow side streets in my neighborhood would cause major traffic jams, huge increases in noise and air pollution, and outright dangerous delays for emergency vehicles. Closing 14th Street is not necessary. Please urge the DOT to seek more reasonable alternatives.

Thank you for your consideration,

David Kass
100 W. 18th Street

--

Urban Steel Design

Tel: 212.727.2722 Fax: 646.496.9149

<http://www.UrbanSteelDesign.com>

DO NOT shut 14th Street to cars for L train shutdown

This will create incredible congestion on side streets in Chelsea and West Village. Why can't you just add a bus lane like the one on 23rd Street. This gives buses plenty of room to operate while not completely shutting off other traffic

Thanks, Warren Ashenmil

L TRAIN SHUTDOWN TESTIMONY

Dear City Council Speaker Corey Johnson,

My home is on West 17th Street. I strongly oppose the DOT's plan to close 14th Street to cars and trucks during the L train shutdown. Diverting traffic to the narrow side streets in my neighborhood would cause major traffic jams, huge increases in noise and air pollution, and outright dangerous delays for emergency vehicles. Closing 14th Street is not necessary. Please urge the DOT to seek more reasonable alternatives.

Thank you for your consideration,

Philippe Chambadal

151 w 17th st.

New York, NY 10011

L TRAIN SHUT DOWN TESTIMONY

Dear City Council Speaker Corey Johnson,

I live on West 17th Street between 6th & 7th Avenues.

I very strongly oppose the DOT's plan to close 14th Street to cars and trucks during the L train shutdown. This will divert traffic to narrow side streets in my neighborhood, especially 17th & 18th Streets, as they are the main ones to go east/west without running into Union Square or Gramercy Park. It will cause major traffic jams, huge increases in noise and air pollution, and dangerous delays for emergency vehicles.

Closing 14th Street is not necessary. Closing 14th Street without limiting the amount of vehicles coming into the city is wrong. Please urge the DOT to seek more reasonable alternatives.

Thank you for your consideration,

Sandy Franck

135 W. 17th St.

New York, NY 10011

L Train Shutdown Testimony

Hello,

I am resident on W. 12th Street and am very concerned for the environmental impact this will have on a single lane street. In addition, I have concern for the Lenox Health ambulance which already has to deal with a cobblestone street to the west of it.

And, because this is my home I am worried for the damage to the charm and history of one of the oldest, important neighborhoods in New York. These historical neighborhoods are fragile.

I know you need to consider transportation needs but please do not forget the damaging impact to the neighborhood.

Sincerely,

Mary Kay Jezzini

43 W. 12th St.

L Train Shutdown Testimony

Hi, I would like to make a quick suggestion (if this has not been done already):

There should be a before count of both bicycles and cars using the effected surrounding side streets to 14th Street (ie 16th, 15th , 13th, 12th Streets, etc) so the increase of vehicle and bike traffic can be definitely counted and accessed once the 14th Street Bus Lanes are activated.

Thanks, Doug Schoninger

138 West 13th Street

NY, NY 10011

L Train shutdown testimony

As a Union Square resident I ask full consideration for the community., residents and businesses.

I propose any traffic changes be gradual with information to the community and input from the community.
Access to the area for all residents, businesses and emergency responders and Mta buses.

We need a moratorium on adding bikelaneswhile strictly enforcing traffic laws for bikers.

Certainly the Ltrain repair is warranted and I would ask those plans be revisited for timing and more.

Naomi Schneider

10 West 15 St

NY. NY. 10011

L TRAIN SHUTDOWN TESTIMONY

Dear Speaker Corey Johnson and Ydanis Rodriguez,

I live in Bushwick and work in Manhattan. I am extremely concerned that not enough is being done to prepare for alternate transportation for close to 250,000 riders at each rush hour when the L train shuts down.

As a resident of Bushwick and an employee at the Fashion Institute of Technology, it is my plan to take the L train from Jefferson east to Myrtle and transfer to the M into the city to 23rd street.

While I worry that it will be difficult to get onto the M train, my even GREATER concern is my commute home. It is my understanding that because of the Williamsburg bridge, only 2-3 additional trains can be added to the M line. That is hardly sufficient for what could be AT LEAST 50,000 additional riders to that line.

Lastly, it is hard to comprehend how we will manage if ANY OTHER LINES go out of service on the weekends. Without a doubt, businesses out here will suffer. Our lives will suffer greatly as we choose to stay home rather than go out....to dinner, to a play, a movie, shopping....all done in Manhattan. Productivity at work will suffer as we get irritated and exhausted fighting one another getting to and from work.

I appreciate we have no other option than to pull this wretched band aid off, however I do think you are underestimating the massive disruption this will be to not only the entire subway system, but also to many many neighborhoods.

Sincerely,

Tamsen Young

449 Troutman Street

L train

Don't close 14th Street for L train fixing

James J. Harmon.
Cell: 516-818-8594

Please be reasonable

They say that the DOT will do whatever they want. I believe you can work with neighbors and business owners and residents to make a better solution to the horror you propose.

Please do not ignore our thoughts, advise and needs.

Georgia Goldstein

13th neighbor for 43 years.

Shutdown of the L Train

My name is Roberta Gelb and I live at 151 West 16 Street in Manhattan. I have lived in Chelsea for 41 years. Unfortunately I am unable to attend in person on June 27. Here is my testimony regarding the shutdown of the L train in Manhattan.

1. The MTA says that it is not required to do an Environmental Impact Study. That is just **unconscionable**. At a minimum the additional traffic will impact the air quality and noise levels. I am sure that there are other significant impacts to the community. The closest hospitals with a full functioning and staff ER are on the Eastside or up on 58th Street and 10th Avenue. Both Level 1 trauma centers in Manhattan are on the East Side - Bellevue and New York Presbyterian/Weill Cornell. (St. Luke's on is a Level 2 on West 114 Street). St. Vincent's Hospital was a Level 1 Trauma Center and vital during 9/11. What if we have a catastrophic medical emergency in Chelsea or the Village during this project?
2. Will the police keep traffic moving? Let's look at how they cover our neighborhood now. The dividing lines for the police precincts leave many of the 100 blocks in Chelsea in "No Persons Land" when it come to the police. The 6th precinct covers up to 14th Street South side. The 10th precinct covers West of 7th Avenue and the 13th precinct covers East of 7th Avenue. For the 13 precinct cars to visit West 16 Street, they would have to come across on an odd block and come around 7th Avenue. Many of us never see a 13-precinct police car on our block. Got a problem? Need to go to the precinct? It is way over on the Eastside - 230 East 21 Street.
3. Some time ago all exits to the West Side Highway were closed in the West Village. The traffic in Chelsea was almost intolerable. That's when the signs went up not allowing trucks (except for delivery) to come down West 16th Street. Those signs are mostly ignored and there is little or no enforcement (see #2 above).
4. Have all of the options to run trains in the tunnel in Manhattan been explored? How about a shuttle running back and forth on 14th Street.

I will not support any elected official who does not demand an Environmental Impact Study and I encourage my neighbors to do the same.

I would appreciate your answers to these issues.

Sincerely,

Roberta Gelb

151 West 16th Street

New York, NY 10011

Testimony re L train shutdown- some suggestions

I am writing with respect to the closing of the L:

1. Bus stops for Ave A and 14 St- bus stops for M14 A and 14D at the intersection of Avenue A and 14 th street should be closer to one another.

Currently (as result of anticipated shutdown) they have separated what used to be the **combined** bus stop located on northwest corner of the intersection, and made the M14D stop on the southwest corner, and moved the M14A stop to Avenue A between 13 and 14 street (instead of on 14 St, itself).

The MTA's illogical separation of the bus stop for the M 14 A and D, causes seniors and others to run across two lanes or more of traffic to dart across 14th Street to get to either bus. At some point, someone will get killed.

We used to be able to stand on the northwest corner and catch either bus. Now it is a mad dash across lanes of traffic, as it is hard to see either bus and one has to choose to stand on Ave A , by 13 street, or on 14 Street itself across the Avenue .

Solution: change the M14A stop to corner of 14th and A or better yet, combine both stops back where it used to be.

2. When construction is not going on such as on weekends and evenings, change the signs to allow people to park-

Parking is already bad in the neighborhood. Now it is impossible. But the construction does not go on 24 hours a day, so let people park at night!!

3. Do the L construction in stages- do Brooklyn first, and leave manhattan L running. This was talked about but no one ever said why this can't be done.

4. Have electronic advisory to indicate when the 14 Street M 14 A and D are expected, as they do on trains.

5. Have more frequent M 9 buses, and make them more accessible for seniors. The M 9 could alleviate some of traffic flow. Have the M9, make a turn on 19th, from ave c, go down to second ave, and make a left onto 14 street (going east), make a right onto ave C, and then continue downtown, as many people go downtown from 14 Street.

6. Do not close down all vehicular traffic initially and see how it goes. 14 street flows fine right now. You can always close down if necessary. It may not be necessary. Closing it down will flood the side streets and cause more traffic congestion.

Please note:

However, the M9 bus is a two level bus and many seniors cannot climb onto the second level so better buses should be given that route.

Thank you,

Doris Ling-Cohan

L-Train Shutdown Testimony

Gentlemen:

I just reviewed your plans for plans for the L-Train shutdown.

Nowhere do I see any plans to accommodate parking for the increased car traffic coming into NYC. In fact I see the parking facilities available being shrunk to make space for bicycle lanes. Where are residents and travelers expected to put their cars during these changes?

Right now, construction on the First Avenue subway station has removed many parking spaces along 14th street and caused problems finding parking in the area. Your changes would acerbate this problem. What is your solution?

Are you planning on changing the street cleaning operations in the area so that cars do not have to be moved so often or eliminate street cleaning all together for the duration of the repairs?

Peter J. Ogrinz

StyTown Resident

Ronald and Katherine Rothenberg

37 West 12th Street Apt 10F

New York, NY 10011

Dear Sirs:

My husband and I live at 37 West 12th Street, a building which also backs up to 13th Street (address is 28 West 13th Street). We are writing to express our grave concerns about the traffic proposal for 13th Street due to the L train closure.

Under the current proposal, the plan is to close 14th Street to most non-bus vehicular traffic and to create a two way bike lane on 13th Street. This will, by definition, cause a significant narrowing of the traffic lane for all east to west traffic vehicular traffic on 13th Street. Given that 13th Street will then become the only full east to west corridor for non-bus vehicular traffic between 11th Street and 17th Street, congestion on the street will increase enormously. We strongly believe that such a proposal will create a significant danger to residents in the area in two ways.

First – the existing proposal does not leave adequate room for vehicular traffic to flow freely given the increase in volume and narrowing of the lane. Even in the course of normal day to day deliveries and passenger pickups or drop-offs, the street would be completely blocked for significant periods of time. This has the potential to cause a dangerous situation for emergency vehicles. Last year there was a fire in our building which sadly caused one of our neighbors to lose his life. The damage caused by the fire could have been much worse if the fire department would not have been able to reach our building as quickly as they did. Needless to say, the same applies to police cars and ambulances.

Second- a two way bike lane on a one-way street with no traffic rules for bikes going against traffic proposes a danger to pedestrians. Bicycle riders are supposed to follow the rules of the road. Our experience is that this is not the case in New York - even when riders go with the flow of traffic. This raises serious questions as to how riders going against traffic (west to east) will be monitored to allow pedestrians' to safely use the crosswalks. The recent advent of motorized bicycles adds a further layer of danger to the two way bike lane proposal.

We respectfully ask that the plan for 13th Street be adjusted so that there is, at most, a single, one way, east-west bicycle to be in existence only for the duration of the L train closure with 13th Street returned to its current configuration at the completion of the project.

Sincerely,

Ronald and Katherine Rothenberg

15th Street Traffic

To whom it may concern.

I am writing to object to rerouting traffic down 15th street. It is an inappropriate use of the street and would cause total congestion, bottle necking and and stress. The street does not have the capacity to take the traffic that you are routing that way.

Also, the noise would be unbearable as commercial and noncommercial vehicles HONK THEIR HORNS INDISCRIMINATELY using the neighborhood as a commercial, impersonal passthrough with no regards to neighbors and folks who live on 15th street. This may be expected on commercial 14th street but would make life a horrifying nightmare in the 15th street neighborhood.

Thank you very much for considering my concerns.

Michele Kennedy
250 West 15th Street, NY NY

Tunnel Closure Mitigation Suggestions

Dear Council Members,

We are unable to attend to attend the oversight hearing June 29th in connection with the latest mitigation plans for the 2019 L train tunnel closure. Had we been able to attend, we would have made five recommendations concerning this matter:

1. Traffic laws covering cars, trucks and bicycles be strictly enforced. No rolling through red lights and clogging intersections. No more bikes going the wrong way on one-way streets.
2. Noise laws, particularly against horn-honking, be strictly enforced. The added street traffic caused by the tunnel closure has the potential to create a cacophony that will have negative effects on residents' mental health.
3. For the period of the closure, street fairs be banned in the affected area. Traffic is already bad enough below 14th Street on the weekends, when the fairs are held. It will be only worse during the closure, with more people driving into Manhattan from Brooklyn. This will be the case even if 14th Street remains open on weekends.
4. Tour buses, already a problem for Lower Manhattan traffic, should not be permitted into the affected area for the entire period of the closure.
5. The granting by the DOB of individual building permits in the affected area be carefully weighed for their potential to disrupt the smooth flow of traffic. It makes no sense to design a mitigation plan only to have new construction sites play havoc with it.

Thank you for carefully considering all of these suggestions. We know you face a difficult task. We hope that that you take the tough steps needed to see our neighborhoods through this.

Sincerely,

Bill and Carolyn Wheatley
15 West 12th Street
New York, NY 10011

L Train Shutdown Testimony

Dear Speaker Johnson and City Council Transportation Committee:

I can't be at the meeting, but strongly oppose closing 14th Street to cars and trucks. Recent street barricades (for both pedestrians and traffic) had already increased traffic tie-ups significantly, and with the influx of large numbers of bicycles, Uber, Lyft, Via and other private taxis, traffic has become excessive throughout the area.

Add to this the extensive and lengthy lower Manhattan construction, and what used to be quiet local streets have gradually become a nightmare. Closing 14th Street, one of the few major and active east-west thoroughfares (one with direct access to both the West Side Highway and FDR Drive) would not just create havoc, noise and inconvenience, but a dangerous condition: since the closing of St. Vincent's Hospital (which, as you know served over 250,000 people), it now takes an ambulance 30 minutes to get through traffic to the nearest hospital, which can easily make the difference between life and death.

Closing 14th Street to cars and trucks would clog adjacent streets even more so. In addition, heavy delivery trucks would decimate narrow local streets not constructed for this much punishment. And the traffic delays it caused would add pollution from emissions as well as making the small, residential streets much more dangerous for pedestrians.

I therefore implore you not to close 14th Street to cars and trucks.

Thank you.

Sincerely,

(Ms.) F. Seidenbaum

local resident and constituent

Oversight hearing Busing via Williamsburg Bridge

Dear Erik Bottcher, Speaker Corey Johnson, Ydanis Rodriguez

I live on Bowery right near Delancey. The pollution and traffic is insane now!! It is horrible and the traffic clogs the corner of Bowery and Delancey night and day.

The air quality is much better uptown then downtown. It has become hard to breath downtown and the noise pollution is very very bad with honking and car/truck traffic.

Please figure out another route.. Maybe you need one route that is only for buses coming from and going to Brooklyn.. with no other traffic..As the L train is 14th St. Why not have Buses going up and down 14th (closing 14th to other traffic except the cross streets with the exception of delivery trucks, taxis and residents) and then onto the FDR to cross the bridge?..

We truly have a horrendous traffic problem already. Please don't destroy our quality of life further.

Many thanks for your attention to this matter.

Sara Driver

184 Bowery

L Train Shut Down Testimony

I am a life long resident of Williamsburg and am very concerned about the shut down of the L train. Over the years, this train has become extremely overcrowded. During my morning commute, I often have to let several trains go by before I can get on. This is a separate, but related issue since I do not think that there will be enough shuttle buses, or timely shuttle buses to accommodate the amount of riders. In addition, I'm a single parent who has to drop off a child to school before getting on the subway and not having the L will add another hardship to my already long commute. I understand these repairs are necessary, but I feel they should be done at night when it will not impact as many riders. This is a quality of life issue for residents of Williamsburg and not having access to the L will decrease our quality life as it will be a huge burden.

Thank you,

Iris Gutierrez

L Train Closing

Dear Speaker Johnson and Chair Rodriguez,

Regarding the current plan for shutting down the L train: I believe it is an unwise option, which seems arbitrary in nature rather than being a clearly thought-out plan. It simply "moves 14th St over to 13th St" and calls it done! Where is the thinking here?

What could be the reason for turning W 13th St, a quiet residential street with a primary school and cafes, into a major truck route?

Obviously, deliveries still need to be made. So, a delivery truck pulls up at the curb, a truck is in the middle lane, and here comes one of the many emergency vehicles on their way to North Shore emergency room. Immediate dangerous gridlock. There is simply no justification for turning a one-lane street into a major thoroughfare! Meanwhile, where you plan on a 2-way bike lane, that's where the restaurants are. So, delivery trucks will pull up on the north side of 13th and then, laden down with hand trucks, try to cross the street and jerk their loads onto the opposite sidewalk, all the while trying not to be killed by one of the bikers going both ways?

This makes no sense. But it seems that no one has thought these basics through.

The first concern is for L riders, particularly during rush hours. So go ahead and forbid cars during rush hours on 14th St.

But I believe there is a better plan, easier to implement and less disruptive:

Dedicate the curb lane for deliveries, keeping the 2nd lanes open for buses. Allow trucks in the middle lane. Trucks yield to buses at all times. Cyclists would ride W on 13th St and E on 12th st.

If enough buses are run, commuters should only experience a small delay each way. I regularly take the L. Given that it only comes every 5 minutes or so, if buses come every minute, the trip will be similar in duration.

That is a sensible, practical, safe plan which doesn't pollute and endanger a sidestreet and still serves the L rider. It keeps trucks where they belong, on 14th St. It avoids the nightmare of a 2-way bike line, and it saves 13th St. from pollution, gridlock, and emergency delays.

I hope you will reconsider these poorly designed plans and come up with a better alternative.

Thank you.

Mitch Coodley

L TRAIN SHUTDOWN TESTIMONY

To whom it may concern:

I would like to register our opposition to the closing of 14th street to car and truck traffic for the duration of work being done on the L train subway. We live on 19th street between 8th and 9th avenue, but I also work overlooking 14th street and have a good sense of the volume and type of traffic that will be forced onto the narrower residential streets if the closing occurs.

Nearby neighbors have regularly experienced infrastructure failure (water and gas lines) as a result of the increase of traffic over the last few years. In our own home, the vibrations from trucks (illegally passing) has already resulted in cracks in plaster and brick walls and damage to fixtures. We also put up with excessive noise and exhaust pollution from traffic backed up at intersections.

We fear that the resulting increase in traffic on narrow side streets that have not been designed or updated to accomodate it would simply prove too taxing on all these fronts. We respectfully ask that the council take the concerns of those of us who live and work here everyday into account.

Sincerely,

David Sloss

362 W 19th Street, NY NY 10011

L TRAIN SHUTDOWN TESTIMONY

I live on 15th (7th/8th) and have been a resident/homeowner for the past 23 yrs and the area has grown enormously in population!

In addition, this area now has become a tech hub and entertainment hub over the past few years!

This has also made this area a huge touristic attraction almost all year round! This brings an extra dimension of thousands of tourists daily!

We have Google, Chelsea Mkt, Apple Store, Highline, Whitney and hotels

The infrastructure of Lower Chelsea and W.Village was never fully prepared for this invasion!

Now the city has recklessly made a plan to fix the L train and underneath tunnel as their premier mission, without taking REAL consideration of the

effects of this huge undertaking for the quality of life of the neighborhood: eg; noise, pollution, garbage, trucks, deliveries, construction, disabled, emergency exits to get to hospital,

and a myriad of other things.

The city is notoriously known for lies and is delusional in the fact that this will all be done in 15 months!!

The residents have no guarantee on the length of this project and the coordination once it is implemented.

Also, homeowners like myself, have the burden of damage done to bldgs/roads /infra structure going back to the late 1800's.

My street in particular has CON ED ripping up the streets every other month due to gas issues and the weight of heavy trucks create trembling of my bldg as if a minor earthquake!

We have had many repairs due to the house shaking and a water pipe breaking from the sidewalk to the other side of 15th street due to huge trucks using this street in spite of the

fact that they were not allowed on side streets. I had to pay the repair/ not the city even thou it had nothing to do with any damage we had done——pipes were old and we were told

the heavy weight of trucks on the road created one to finally burst! It cost me close to 10K sometime in the late 90's.

Now with 14th street closed to trucks, cars, taxis Uber's /etc ,almost all day long , these vehicles can only use side streets to get from river to river!

How will garbage trucks pass to clean the roads ———they already are picking up garbage as late as 5 pm without this additional hardship!!

The streets in Chelsea look like a garbage dump almost all day long, every day and the worst one can imagine on BIG garbage day/recycle pick-up.

Lastly, if someone has an emergency/heart attack, it's unlikely they will be able to get to the closest facility at Beth Israel before dying en route!

These factors have totally been ignored and the pollution element with diesel buses blowing fumes all day long will be a major health hazard to the residents in this area!!

The last option was to do the works for L train on nights and weekends which will take longer perhaps, but will not create the chaos this option will entail!

Sincerely,

Evelyn McMurray

232 West 15th st

L train shutdown

The shutdown is a inconvenience in travel time to and from work, costly, and a nuisance to the neighborhood.

SIIDE GIL

L Train Shutdown

KEEP L TRAIN AS SHUTTLE BETWEEN 1st and 8th AVE IN MANHATTAN. 1-2 trains, back and forth like the shuttle every 10 min all you need. Closing 14th Street makes no sense and will lead to traffic nightmares.

Sean Allan

L TRAIN SHUTDOWN TESTIMONY

To the Council:

I am a resident of E 19th St. I am happy that private cars will be banned from 14th St during the L train shutdown so that it can be filled with buses and emergency vehicles. I am hoping that there is a plan to keep delivery trucks off the street also, or at least to mandate deliveries before 8 AM or after 6 PM, as done in other cities world-wide. The need to be able to move emergency vehicles should take precedence over deliveries.

Thank you.

Victoria Rosenwald

L TRAIN SHUT DOWN TESTIMONY

Hello,

Some weeks back I emailed Corey Johnson with questions to bring up.

- 1 Why can't much of the busing be done on the other side to connect north to the 42nd street line and south to the cluster of subways in Brooklyn
- 2 If not by land and then by sea, have the ferries go to 34th Street which already has dedicated bus lines and connections to all subways
- 3 The Village Streets are early 19th century roadways that really cannot support additional traffic.

Jack Dowling

55 Bethune Street H1023

New York City 10014

L TRAIN SHUTDOWN TESTIMONY

Since 14th Street and Eight Avenue L tracks have crossover track capability, why not keep the L trains running between Eight Avenue and Union Square.

Several thousand people daily depend on getting the L train to Sixth Avenue and Union Square.

It's unfortunate that years ago, in original planning, more crossovers weren't installed. The cost to do so today would be in the millions. However, the installation of a crossover track should be an imperative during the construction in the tunnel.

For future planning, where the L train goes outdoors, why not expand the tracks on the Brooklyn side so you can have a crossover?

Ellis Nassour

61 Horatio Street

New York, NY 10014-1517

L Train Shutdown Testimony

Hello,

I am an East Village resident writing to express my thoughts on the DOT plans for the upcoming L train shut down.

I commute on my bike every single day with my 4 year old daughter to bring her to school and camp. I regularly experience cars double parked in the bike lanes on avenue C, on 20th street, and in fact everywhere in the city. This disastrously common unsafe condition forces me to suddenly swerve into traffic when drivers expect bikes to stay in the bike lane. A protected crosstown bike lane is critical to this neighborhood to keep cars out of space dedicated for bikes, especially when the L train shuts down and bicycle traffic around 14th st increases dramatically. I ride on 13th st every day and will most certainly be using the proposed bike lane. A two way 13th street bike lane is a space-efficient solution and will prevent the unsafe but inevitable "salmoning" that occurs when ignorant cyclists ride against traffic in existing one way bike lanes.

Secondly, I want to urge the DOT to expand the bus-priority lanes on 14th street to 24 hours a day, and extend bus priority lanes further east. I regularly use the L train or M14 bus with my daughter to travel across town and connect to other subway lines north or south. While rush-hour-only bus priority seems to be a sensible compromise, in fact I believe this is only going to confuse drivers and make the situation even more difficult. The M14 is currently so slow that we must do everything we can to make buses accommodate the 50,000 riders every day who use the L train just within Manhattan. I also strongly suggest that the bus-priority lanes stretch farther east to 2nd, 1st, or even Avenue A. As someone who lives by Avenue B, I can attest that the M14 is very slow in these areas. Once we have a situation of cars trying to exit 14th on 1st, 2nd and 3rd, there will be severe bottle-necking of car traffic, a dangerous situation seen near the bridges and tunnels where drivers become particularly anxious, hurried, and careless. Buses on the east side are going to back up on one another and travel times are going to be excruciatingly slow as buses try to squeak through the cars. This poses an especially dire problem for elderly and handicapped folks (like my deaf cousin) who rely on the M14D who are living in subsidized housing on B/13th and those in NYCHA on Avenue C and D. Given the scale of the issue here, removing parking to accommodate bus traffic must be considered.

Last I urge the MTA/DOT to implement all the changes to 14th st ahead of the L train shutdown so that drivers can adjust, and so traffic patterns can be studied and optimized before the most dramatic change occurs on the L line.

Thanks to all at the DOT for coming up with a largely excellent plan to deal with this incredibly difficult traffic engineering challenge. I only hope that we go far enough to address the needs of the 250,000 daily commuters whose commutes between Bedford Ave and 8th ave will be affected.

Sincerely

Jason Gers

10009

L TRAIN SHUTDOWN TESTIMONY

Hello,

I live along the L train and am very concerned about the inadequate transportation plan during the upcoming shutdown.

I have an autoimmune disorder that makes me very sensitive to heat and humidity—I get fevers and other symptoms—and my commute to work is already quite difficult in the summer.

When the L train is shut down, I honestly don't know what I will do. I live in a rent-stabilized apartment and can't afford to move, nor do I want to. But if I have to walk a longer distance to a train, or wait outside for a bus over extended periods of time in hot/humid weather, it will greatly impact my health and my ability to do my job when I actually get to work.

I'm worried about the impact this will have on my health, career, and economic stability.

The MTA's proposed plan is clearly inadequate. I'm not just worried about the inconvenience of having a longer commute—I need to ensure my wellbeing won't be negatively impacted by this disruption. I urge the MTA and the city to develop a new plan with people's best interests in mind.

Thank you for your time.

Best,

Stephanie Palumbo

L TRAIN SHUTDOWN TESTIMONY

I testify that the plans to shut down 14th street and to divert traffic to 12th street will be hazardous to my health and well being. I have lived on 12th street for 50 years. I look forward to spending my last years in relative peace. I worry that in case of illness or accident, or any emergency medical situation I will not be able to get to a hospital. I am a tax payer and good citizen and the quality of my life will be seriously impacted if these plans go through. Please take the money involved in this L train plan and put it towards improving the subway system in general.

Jane Hall
49 West 12th St
NYC, NY 10011

L TRAIN SHUTDOWN

Hello,

Do Not shutdown 14th St. We on 17th St. have enough traffic & noise as it is. Please find another way.

Joyce

Joyce Gold History Tours of NY, LLC
141 W. 17th St.
New York, NY 10011
Phone: 212 242 5762

Joyce@JoyceGoldHistoryTours.com

JOYCE GOLD HISTORY TOURS
OF NEW YORK, LLC.

L TRAIN SHUTDOWN TESTIMONY - 14th Street Closure

Dear Speaker Johnson,

I live in The Victoria building at 7 E. 14th Street and am very concerned about the plan to close 14th St. to traffic during the "L" Train repair. We have numerous elderly and disabled residents in our building who rely on door-to-door car service for their transport. This will be an extreme hardship for them. I, who am an able-bodied working musician, need door-to-door car service to carry my heavy equipment to and from work. It will be impossible for me to convey that equipment to the corner to pick up a cab/car as the pieces are too numerous and too heavy and in rain the equipment would be ruined (The Victoria has a large awning that stretches to the curbside and protects us from the rain). I do not see any way that I can perform my work if the street is closed to cabs & car service, so this presents a ruinous hardship to me. Please convince those in charge to reconsider the plan.

Thank you,

Kendra Shank

212-741-3484

L Train Shutdown

Dear Members of the City Council,

I am most concerned about the plans put forward for the management of traffic on 14th St during the necessary L train repairs. Regrettably, I am unable to attend today's City Council hearing, but I am taking the time to email you, and I hope you will consider the following issues and implement solutions.

- **I live on 14th St. As a retired senior, I enjoy traveling, both long distance and extended local visits to family & friends. How will I be able to place my suitcase in my car? It sounds like the current plan will allow cars only between 10 PM and 5 AM. I cannot carry a heavy suitcase and think it is unsafe at my age to drive at night. Will I be expected to give up travel for a year and a half?**
- It will be next to impossible to coordinate airline departures & arrivals, as well as visits to NJ, Staten Island, & LI during these limited night hours.
- **PLEASE open limited parking during daytime hours.**
- It seems a **major encroachment on my rights** to deny me roadside access from my home. Where else is this the case? I ask that the Council Members consider how living with such a restriction would **impact** their own **quality of life**.
- Some parking access would be preferable to extending sidewalks which are already a good width. Better to clear the sidewalks of vendors, food trucks, and persons who have taken up residence on the street – one man lives on the corner of USQ West 24 hrs a day. I am upset that my rights are valued less than theirs.
- **I also ask that public statements be made to ensure that any traffic changes and limitations will be TEMPORARY - only for the duration of the L train repair.**

Although "final" plans were announced earlier this week, I hope, in good faith, the City Council will consider my concerns and those raised at today's hearing.

I applaud the efforts of the 14th St Coalition. They have identified major concerns of the community and I encourage the City to welcome the Coalition's involvement in the planning and implementation of strategies to allow for the necessary repairs, while addressing essential needs of our residents.

Patricia O'Brien

L TRAIN SHUTDOWN TESTIMONY

I currently live on 12th Street and 6th Ave and I am extremely worried about the impact of the L train shutdown on my neighborhood. While I understand the need to create bus lanes and also limit cars on 14th Street. However, the creation of a bike lane on 12th Street will cause major issues for our community. As it is, our streets can barely handle the traffic, especially on week days when the area is loaded with deliveries. The street also has a church, the New School and an emergency room that require drop offs and by adding bike lanes to the street, it will only cause more congestion in an already busy area. My wife is pregnant and needs to occasionally take a cab to the dr and I fear she will be stuck on the street, especially with more traffic moving south when 14th Street is closed.

With the L closed, people will be taking a variety of subways and boats from Brooklyn to New York and not just arriving on 14th Street. It would be more beneficial to spread the bike lanes and bus lanes up and down to 23rd, Houston and Canal Streets to make the flow of traffic spread throughout Lower Manhattan.

Closer to the area, 13th Street is a better street for the bike lanes both because there are already weekday parking restrictions and because it does not flow into cobblestone streets

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Mike Greenhaus
Editor-in-Chief
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Testimony for L Train Shutdown

I am Brian Van Nieuwenhoven and I am representing myself as a resident of Gramercy in Manhattan in Manhattan Community District 6 (for which I serve on the Community Board and the Transportation Committee of that board). I am also a longtime advocate for improved and safer transportation in New York City.

The Canarsie Tube reconstruction must get done and must happen on the existing timetable (if not to finish earlier than planned, if possible).

Over two hundred thousand daily subway trips will be impacted by this project, and they will not all be able to be absorbed into existing rapid transit and surface transit options as they are configured today. As a matter of fact, if you talk to city residents served by transit in these areas, our transportation systems are not working well enough as they are currently operating WITH the L train in service, either.

Many experts in public transit and transportation have been telling the city and state for decades that bold steps are needed to fix the issues that affect transportation for New York City residents. New York has, in fact, taken bold steps - Commissioner/Chairman Robert Moses used his power to build lots of highways, constrain the growth of public transit, and propose urban transformations that were shockingly destructive and tragic - steps that ended up setting expectations for surface traffic that continue to choke the life out of the city today.

There are no in-depth history lessons needed. All available resources must be focused, if not dedicated, on increasing transit capacity to the levels that will comfortably absorb the commuting needs of the displaced L train riders. We are not at that point yet with the proposed plans. The project is full of half-measures. We know how half-measures play out.

The starting plan for the shutdown needs to be the following:

- * A full-time dedication of the Williamsburg bridge for transit use during the project.
- * Full-time dedication of 14th Street for transit use, with the smallest possible exceptions for direct property access & deliveries.
- * Even more bus service between Brooklyn and Manhattan locations serving the Lexington Ave and Broadway lines.
- * Robust bicycle facilities, not just on-street bike lanes but protected bicycle corridors, a massive increase in the amount of shared bicycle infrastructure *dedicated* to East River crossings, a full network leading to/from the

Queensboro (Ed Koch) AND Williamsburg Bridges, and, last but not least, highly effective on-street locking facilities for private bike commuters adjacent to public transit hubs.

* A conversion of the south outer roadway of the Queensboro (Ed Koch) Bridge to a full-time pedestrian facility, so that the north path can be a dedicated bicycle facility

* Additional street closures and restrictions to discourage low-occupancy vehicles from entering the zone around 14th Street

Should any one of these measures be too disruptive or excessive for the need, they can be scaled back after a pilot period at the beginning of the project. It is unwise to start with lesser measures and then hope to ramp them up as a negotiating tactic with unhappy residents - they will always be entitled and unhappy, but you can prevent commuters in much greater numbers from being stranded and crushed trying to get to work every day.

L TRAIN SHUTDOWN TESTIMONY

Dear City Council Speaker Corey Johnson,

Our home is located on 144 West 18th Street and I am writing to voice our strong opposition to the DOT's plan to close 14th Street to cars and trucks during the L train shutdown. Diverting traffic onto the narrow side streets in our neighborhood would cause major traffic jams, huge increases in noise and air pollution, and dangerous delays for emergency vehicles. Closing 14th Street is not necessary and I urge you to please have the DOT seek a more reasonable alternative that won't negatively impact our already busy narrow side streets.

Thank you for your consideration,

Linda and William Tyrer, homeowners

144 West 18th Street

New York, NY 10011

L TRAIN SHUTDOWN TESTIMONY.

Dear City Council Speaker Corey Johnson,

My home is on West 17th Street. I strongly oppose the DOT's plan to close 14th Street to cars and trucks during the L train shutdown. Diverting traffic to the narrow side streets in my neighborhood would cause major traffic jams, huge increases in noise and air pollution, and outright dangerous delays for emergency vehicles. Closing 14th Street is not necessary. Please urge the DOT to seek more reasonable alternatives.

Thank you for your consideration,

Maddalena Gracis

163 west 17th street NYC 10011

L TRAIN SHUTDOWN TESTIMONY

Hello,

I am a resident that lives at 10 West 15th Street, facing 14th Street.

I understand that 14th Street needs to be used as a busway while the L train is being repaired, however, I do not agree with the hours proposed. The hours of this busway should be during peak hours in order to reduce disruptions to the local community. I think 6AM - 8PM would be sufficient.

Having significant bus traffic on 14th Street until 10PM every day will be very noisy, stressful, and disruptive to the community that lives there. I strongly urge these operating hours to be shortened.

Thank you,

Matthew Williams
10 West 15th Street
New York, NY 10011

L TRAIN SHUTDOWN TESTIMONY

Hello - I was unable to make the meeting last week, but wanted to provide some comments for the record.

By way of introduction, I am part of the Steering Committee (leadership group) of the 14th Street Coalition. I also live at 155 West 15th Street

Many of my concerns were addressed in our presentation, but for the record here are some specific issues I would like addressed:

1) 15th Street is already being inundated with heavy truck traffic. Please confirm specific actions are being taken AND increased resources are being provided to ensure local side streets are not burdened with additional illegal truck traffic. These are RESIDENTIAL blocks and it is NOT acceptable (or legal) for trucks to use our block. In addition to the noise pollution, it would make them extremely unsafe.

Please make sure there are clear and large signs indicating NO TRUCKS on local blocks. Additionally, please make sure the NYPD are enforcing proper traffic rules and regulations for all vehicles along and around the corridor.

2) Careful consideration needs to be made on the hours of the shutdown. BK residents complain that the L is busy all night. That may be the case, but they can still take OTHER subway lines. Ridership will surely dip on nights and weekend and flexibility should be encouraged in terms of the hours being enforced. It does NOT need to be as restrictive as current plans.

The more restrictions on 14th Street - the worse it is for the residents that LIVE on / around the local blocks.

Do not lose sight of the fact that many of the people riding the buses, etc. on the corridor are transient and will not be burdened with the noise and increased traffic on the streets that we live on.

Please confirm you are working actively with NYPD and DOT to make sure our neighborhoods are how they were intended to be - peaceful and safe environments to live in.

Thanks,
Mike Hartigan
516-375-9165

L TRAIN SHUTDOWN TESTIMONY

Hello

It is important the 14th street goes back to original traffic layout / original lanes after L renovation is complete. SO trucks, cars are able to drive through and temporary pedestrian areas are removed. Smaller streets like 15th, 13th, 12th streets should not accept larger traffic as they are not designed for it and it would endanger people residing there. It is important to have the flow of 14th street restored to original traffic flow or today.

Anya Ziourova

L TRAIN SHUTDOWN TESTIMONY

Attached are suggestions and comments I gave early in 2018 to Council Member Keith Powers, David Kruger (State Senator Brad Hoylman's office), and Assembly Member Harvey Epstein. When I wrote these, I had been to a number of meetings and didn't recall hearing almost any of these.

I haven't commented on eliminating cars or increasing bike lanes or widening pedestrian areas because I don't think those are especially viable. Many, if not most, people aren't going to start riding bikes. Even if 10% of the 50,000 people who use the L train in Manhattan daily took to bikes, that would create other problems. In my opinion, the Transportation Alternatives people have been tone deaf on this issue. A dedicated bus lane is a good idea, but I've found on 23rd Street and on north-south routes it isn't always observed.

When the 23rd Street crosstown SBS was under consideration, the city surveyed every street-level business on the street. If I recall correctly, there was no uniformity about delivery times, and most businesses couldn't control when deliveries were made. The same is probably true on 14th Street, and as we know, the survival of small businesses is an important issue.

I'm not a fan of banning cars (sorry, Brad Hoylman) because there are plenty of legitimate reasons for people using them.

Avenue B bus: Bring back a bus line on Avenue B. I don't know where the southern terminus of the old route was, but the bus went west on 14th Street and made a stop on the east side of Irving Place, which was convenient to the Lexington Avenue trains. Then the bus turned right (north) on Irving Place, and west on 15th Street, to its last stop at Park Avenue South, which is across the street from the N-Q-R-W entrance. This would provide additional north-south service as well as terminating at the most used subway station on 14th Street.

The buses themselves could be smaller ones to avoid bunching on 14th Street (research needed for this). I suspect there's a need for this bus anyway because the M9, which runs on Avenue C, isn't accessible from 14th Street.

M14A and M14D: Some buses could terminate at 8th Avenue, the last subway transfer point. This would allow them to turn around more quickly.

SBS: All buses should be SBS, i.e., pay on the street.

Buying and refilling MetroCards: The MTA should do outreach to let people know they can link their MetroCard to a credit card or certain debit cards (EasyPayXpress). That way they won't have to refill the cards whether they want an unlimited card or a pay per ride. This program has been in effect for about five years, but I suspect that a lot of people don't know about it. Riders still get the benefit of the additional 5%. Within Stuyvesant Town and Peter Cooper Village, management and the Tenants Association can help get out the word.

<https://www.easypaymetrocard.com/vector/static/faq/XpressFaq.shtml>

Aside from that, there needs to be a way to buy or refill MetroCards, maybe even in multiple locations.

Additional free transfer: MetroCards on the crosstowns should allow for an additional free transfer to any other crosstown in the same direction within half an hour. That way, it will be possible to transfer from a bus terminating at 8th Avenue to one going farther west. It would allow a free transfer from an Avenue B bus to another bus going farther west. Going east, a passenger could get on any bus and at some point transfer to one going south on the avenue of choice. There's some potential inconvenience to this for riders, but it could also help.

M8: Increase the number of buses on this crosstown line.

M15: For the duration of the L train closure, have SBS buses stop at 8th/9th Street. This could relieve some pressure on the 14th Street buses.

Special jitney: Smaller vehicles that could start from a designated place and make stops only at the most used intersections (TBD). A higher price could be charged, and reservations made by app.

Access-a-Ride: Increase services in the area and make them reliable.

Street parking: Any empty lot in the East Village, Alphabet City, and up to 23rd Street should be used for parking with the tiered metal racks that allow cars to be stacked. This would create some jobs for attendants. Anyone using the lots would pay a nominal fee that would replace the cost of gas used for driving around on alternate side of the street days. The fee could go to the company that supplies the racks with the city picking up the rest of the cost. The city could pay some rent to owners of the property or give a tax rebate.

Sidewalks: Ban sidewalk vendors on the south side of 14th Street from Broadway to University Place. It's already impossible to walk there due to the number of vendors, panhandlers, and the subway entrance. The vendors sometimes block access to the subway on the southwest corner of 14th and Fourth Avenue.

Building development and construction: The city should evaluate every proposed new construction project to make sure that they are spaced out in time and location. More buses and more construction are not a good combination. There are financial considerations, but someone can be creative about that.

I hope this is helpful.

Anne Greenberg

420 East 23rd Street

NYC 10010

LTrain shutdown testimony

To NYC City Council:

Thank you for consideration. As a longtime Union Square NYC resident I have many concerns and questions about the process of proposed traffic changes.

I propose the changes be done gradually rather than extreme measures , access for area residents at all times, all changes temporary, & a moratorium on adding bikelanes until proper traffic enforcement of riders in those existing bikelanes.I am also very concerned for businesses,emergency responders,medical sites,and schools, etc.

I appreciate the June Resolution from Community Board 5 and urge you all to study it.

Much of what I stated above is reflected.

My online queries to MTA & DOT -the replies have been uninformative, unclear, and not fully responsive. I propose an overseeing committee with the agencies plus several residents- from the area,from Brooklyn, and at least one with an engineering background.

I recognize of course the needed Ltrain repair and extra bus service from Brooklyn

And across 14th Street. I do want assurances that usage of the crosstown buses will be closely monitored and could be reduced if warranted.

I personally view much of the proposed changes as going toward the “goal” of reducing automobile traffic in NYC and I consider this is a trial run on 14th Street the wrong area to implement a plan that has no precedent.

Gail Fox

10 west 15th St.

NYC. 10011

L TRAIN SHUTDOWN TESTIMONY

Dear Council Members,

I live between 8th and 9th Streets, just south of 14th, and will be immediately affected by this shutdown. Like many, I'm concerned about traffic. In past transit crises (including strikes), buses and bikes filled the gap and life continued more or less as usual, with some inconvenience. Now, if we don't have a robust enough plan, we'll be over run by FHV's; it's a whole new day. To that end, *I strongly support most of the MTA and DOT's plan*, which is to prioritize buses and bikes and moving people and to attempt to discourage more car trips.

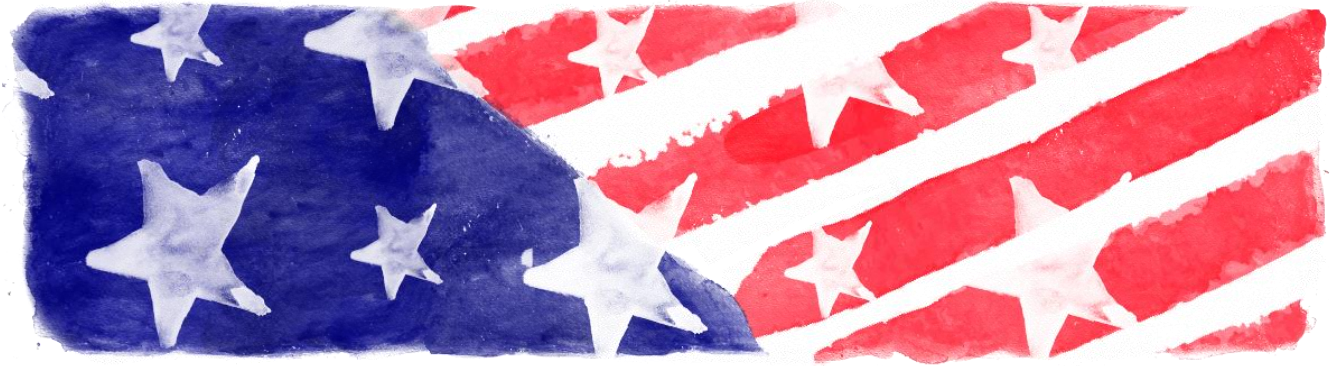
To strengthen the plan, I'd love to see the following:

1. HOV3 on all the downtown bridges. Otherwise, we'll only encourage drivers to bridge shop which will only make matters worse elsewhere.
2. A 24/7 priority bus route. The more regular the hours on 14th, the fewer drivers will even head in this direction. It'll have a stronger impact on traffic. I don't see much upside in opening the street to cars after 10 pm.
3. If we can, do an emergency reversal of the Verrazano Bridge tolls. The government would win so many friends.

Transportation officials know that if you add road capacity, capacity expands to fill it; extra capacity generates traffic. Likewise, if you take away a lane, after some adjustment, traffic disappears. Along with moving people, that should be the goal of the DOT and MTA. Aim high!

Thank you very much,

Janet Liff



Dear Council Members

Please reconsider shutting down the L train line. The service is terrible with it with overcrowding during rush hours in the morning and the afternoon.

The 14A and the 14D bus lines are not good bus lines and do not function properly.

Both are overcrowded as well. You will be putting our neighborhood in utter chaos if you shutdown this line. Our neighborhood is not like the upper eastside or midtown where other bus lines can support this project.

I live on East 10th Street between Ave B and Ave C and my commute to work is a challenge enough this would make it a living nightmare. Please reconsider this idea. Thank you.

Regards,

Shirley Duval

★ ★ ★ LET FREEDOM RING ★ ★ ★

L TRAIN SHUTDOWN TESTIMONY

Dear City Council Speaker Corey Johnson,

My home is on west 18th street. I strongly oppose the DOT's plan to close 14th street to car traffic during the time of the L train shutdown. Diverting traffic to the small side streets in my neighborhood surrounding 14th street will cause major traffic jams, and huge increases in noise and air pollution. The increased traffic will also cause dangerous delays for emergency vehicles. Closing 14th street is not necessary and I don't know why it needs to be done. Please, please urge the DOT to find a more reasonable alternative to closing 14th street during the L train shutdown.

Thank you for your consideration,
Dr. Teresa Z. Sclafani, MD

166 w18th st., Apt. 6E

New York, NY 10011

Vascular and Interventional Radiology

cell: 516-242-2022

email: Tesclafani@hotmail.com

L train shut down testimony

I did attend the meeting and must say that Corey Johnson did an outstanding job. I live on Corey's block and share some of the same concerns.

1) When W. 17th St. was closed for construction the result was a disaster for W. 15th St and also 7th Ave. Traffic did not move, horns and radios blared and emergency vehicles could not get through. I foresee similar events with the closing of 14th St. to cars etc. We had NO help from DOT and no traffic police to help. Complaints fell on deaf ears. I am not expecting better once again.

2) The buses on 14th St. are a mystery. None for 20 minutes, and then 3. This must change. Payment outside these buses should be happening for All the buses on 14th St. When 15-20 people get on, the time wasted is inefficient. Make all the buses Select. And that should be permanent.

3) Even though I walk with a cane, I do walk a lot on 14th between 10th Ave. and 1st Ave. The only area on 14th that is crowded is between University and 4th Ave. There is absolutely no need to widen 14th, except for that area. Pedestrians have lots of space.

4) I have been to a lot of meetings this year about the L closing. I understand we need changes for 15 months. I resent remarks made by the Commissioner of DOT, Polly Trottenberg, (at the New School) that maybe we'll keep the changes in spite of what the community wants. The audience was totally negative but she kept reiterating "we'll see".

5) Bicycles! I am more afraid of bikes now than cars. Many do not care that they are traveling in the wrong direction in the bike lanes and on the Avenues. They do not abide by the traffic lights. Maybe it's time to test them and license them. There is NO enforcement that I have ever witnessed. And everyone wants more bikes here. Not me.

6) In conclusion, I want community input to be taken seriously. I realize travelers will be inconvenienced, but WE LIVE HERE 24/7. They go home and have their untouched neighborhood to enjoy. And a decent nights sleep without blaring traffic on their side streets.

Thank you.

Ms. Toby Zucker

205 W. 15th St.

NY NY 10011

toby41@hotmail.com

L TRAIN SHUTDOWN TESTIMONY

June 28, 2018

Dear City Council Speaker Corey Johnson,

Thank you for the opportunity to give feedback on the MTA and NYCDOT's proposed plans for mitigating the impact of the upcoming L-Train Shutdown. Due to a previously scheduled meeting of area heads of school, I was unable to attend the hearing scheduled for June 27, but this letter outlines the concerns I would have raised if I had been able.

A few days ago, the NYCDOT officially changed their initial plan of having a two-lane bike path in front of City and Country School on the south side of 13th Street to a pair of bike lanes on the north side of 12th Street and south side of 13th Street. Provided the design elements the DOT discussed with us in previous meetings (significant mitigations on 13th Street in front of the school, including a loading zone), this is an improvement on their initial plan, and we're grateful that the DOT has clearly heard our concerns. We support this plan as a temporary measure for the L Train shutdown mitigation.

City and Country still maintains that the best plan for the safety of our children would be to incorporate the ideas outlined in our March 26 letter to NYCDOT Commissioner Trottenberg, a copy of which you were sent but which I've [linked here](#) for your convenience.

In short, our community had grave concerns about the safety hazards introduced under the initial mitigation plan, and we believe moving the two-way bike path to 14th Street is the safest alternative—a move supported by Community Board 2, as outlined in their March 22 resolution calling for this option to be researched.

The reason we believe this to be the safest solution is that existing street parking acts as a barrier from moving vehicles/bikes for our students who congregate on the sidewalk at the beginning and end of the day. There is also currently a drop-off zone directly in front of the school's entrance. The installation of the bike lane as initially envisioned would have necessitated the loss of our loading zone.

If the two-way bike path cannot be moved to 14th Street, moving the bike path to the north side of 13th Street would enable the current row of parked cars and drop-off zone along the south side of the street to be maintained. This is in line with the West 13th Street Alliance's alternative plan that I assume they either outlined at the June 27 meeting or wrote to you regarding. Their plan includes the installation of bike lanes on the north side of every street from 23rd Street down to at least 12th Street, if not further to 8th Street.

We understand that the DOT has concerns with making the above possible. Their plans to split the two-way bike lane into two one-way pairs is a significant improvement over their original plan, and we support its implementation as a temporary solution, but the alternatives outlined in our March 26 letter remain the most effective route to ensure the safety of our children.

In addition, outside of the bike lane concerns, a lingering issue for us is air pollution caused by the significant increase in traffic on 13th and 14th Street, with the potential for diesel-powered busses to be moving very slowly on 14th Street, especially during school hours, further increasing that pollution.

Again, thank you for being open to hearing all concerns on this matter. I hope the MTA and NYCDOT's final mitigation plan continues to take the concerns of City and Country, and it's families, into account.

I am available to you at any time to speak further.

Best,

A handwritten signature in black ink, appearing to be 'SM', written in a cursive style.

Scott Moran
Principal
City and Country School

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6-27-18

(PLEASE PRINT)

Name: Janet Charleston

Address: 130 W. 15th St.

I represent: self

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Dana Leisenbaum

Address: Manhattan

I represent: Machete Camp

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Monica Bartley

Address: _____

I represent: CENTER FOR INDEPENDENCE of the

Address: DISABLED, NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Gale Bowles (Manhattan B.P.)

Address: 1 Centre St.

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Adrian Horczak

Address: 1744 Decatur St Ridgewood NY 11385

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Gwynne Mc Cue

Address: 226 W. 17th Street

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: Robert Boddington

Address: 115 1/2 W 15th St

I represent: W 15 St 100 Block Assn

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 6/27/18

(PLEASE PRINT)
Name: Michael Walsh

Address: 121 W. 20th St. 4B

I represent: 100 W. 19/20 Block Assoc.

Address: San.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 6/27/18

(PLEASE PRINT)
Name: STEVEN FROHEWICK

Address: 225 W 15th St 10C11

I represent: SELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: Brian Howard

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sharon Kiley

Address: 12 W 17

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Zach Miller

Address: _____

I represent: Trucking Association of New York (TANY)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 2348 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Lawrence W. Scheyer, Esq.

Address: 6 Stuyvesant Oval #12E

I represent: CB 6 (Manhattan) - subject living in

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: Matthew Robinson

Address: 161 West 16th St

I represent: Myself as a designer & space planner

Address: 161 West 16th St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Bryan Lozano

Address: _____

I represent: Tech:NYC

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Starc Ramo Metal

Address: D.C. Strategic Engagement

I represent: NYC DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Polly Trothenberg

Address: Cam, NYC DOT

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: Jeffrey Lefrançois

Address: 32 Gansevoort St.

I represent: Meatpacking BID

Address: 32 Gansevoort St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Eric Beaton

Address: DC Transpo Planning and

I represent: Management NYC DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Zac Waldman

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jo Parentean

Address: 7 E 14

I represent: Victoria Owners Corp

Address: 7 E 14th St



Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: ALEX WOODS

Address: 214 Central Ave 3A 11221

I represent: Riders Alliance

Address: 121 6th Ave 10013

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Joshua Warren

Address: 7 E 14th St

I represent: Victoria

Address: 7 E 14th St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: SAM LEVY

Address: 54 W. 16th St

I represent: CR 5

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: June 27, 2015

(PLEASE PRINT)

Name: Marna Lawrence

Address: 13 Cleveland Place

I represent: Remove Little Italy Loop

Address: ~~13~~

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: BERTHE) Christie

Address: _____

I represent: CB4

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michele Campo

Address: 184 BOWERY

I represent: BOWERY ALLIANCE OF NEIGHBORS

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: William Henderson

Address: 2 Broadway

I represent: NYC Transit Riders Council

Address: 2 Broadway, 10004

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Benta Berkowitz

Address: 7 E 14 Street

I represent: 14th St Coalition / 7 E 14 St

Address: 7 E 14 Street, NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ELISSA STEIN

Address: 19 WEST 12TH ST 10A

I represent: 14TH ST COALITION

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Nora Goodwin

Address: 175 W. 12th

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mary Conway Spiegel

Address: 136 W. 17th

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6-27-2018

(PLEASE PRINT)

Name: Lora Tenenbaum

Address: 423 Broome St

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: David R. Marcus

Address: 175 W. 13th Street NY NY 10011

I represent: 14th Street Coalition

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27

(PLEASE PRINT)

Name: Cherise Yamada

Address: 111 John Street 260

I represent: TRANSPORTATION ACT.

Address: same

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: PETE DAVIES

Address: 548 BROADWAY #5A NY 10012

I represent: BROADWAY RESIDENTS COALITION

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JACKSON FISCHER-WARD

Address: 250 BROADWAY

I represent: A/M HARVEY EDSTEIN

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Walter Goldberg

Address: 2 N 6th St

I represent: ~~Transportation~~ ~~Address: 2-11~~

Address: ~~2-11~~

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: Paul Gronck

Address: 130 W 16th St #61

I represent: 100 W 16 Block Assoc

Address: A BIVE

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: SUSAN FINLEY

Address: 36 W 20th ST

I represent: 20 ST Block Assn

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27/18

(PLEASE PRINT)

Name: KRIS SANDOR

Address: 220 36TH ST #3A, BROOKLYN

I represent: MOTIVATE INT'L

Address: 220 36TH ST #3A, BROOKLYN

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27

(PLEASE PRINT)

Name: LARRY ARONSON

Address: 35 W 20th ST

I represent: 20 ST Block Assn.

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/27

(PLEASE PRINT)

Name: Jean Klein

Address: 101 West 12

I represent: self

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Thomas Jones

Address: 55 W 74th Street UN

I represent: neighborhood

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MONICA BARTLEY

Address: 1251 DEKALB AVE. BROOKLYN

I represent: Center for Independence of the Disabled

Address: 841 Broadway #301 NY NY 1003

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Andy Byford

Address: 21 Broadway NYC

I represent: President MTA Life Trans

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6/26/18

(PLEASE PRINT)

Name: Sharon Bardales

Address: 121 6th ave

I represent: Riders Alliance

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 6-26-18

(PLEASE PRINT)

Name: Stephanie Byrnes

Address: _____

I represent: Riders Alliance

Address: 121 6th Ave, New-York, NY 10013

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Richard J. Davis

Address: 155 West 12 St

I represent: Homer W. P. - myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Bruce Peyre

Address: 214 W. 29th St. #1002 NY NY 10001

I represent: Assembly Member Roland Gottfried

Address: same as above

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Barb Hentel

Address: 212 S. 2nd St. Bklyn

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: June 27 2018

(PLEASE PRINT)

Name: JUDY KLEIN

Address: 130 W 17th St #75

I represent: 100 West 17th & 18th St Block Association

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Terri Cude

Address: 3 Washington Sq Village

I represent: Community Board 2 Manhattan

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ARBITRARY SCHEMATIC

Address: 74 W 125th

I represent: District Leader Co-Op Part A

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Marguerite Martin (PLEASE PRINT)

Address: 59 W 12th St

I represent: W 12th St Block Assn

Address: 59 W 12th St

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: CAROL GREITZER (PLEASE PRINT)

Address: 59 W 12th

I represent: Former Council Member

Address: 59 W 12th W 12th St B/A

Please complete this card and return to the Sergeant-at-Arms